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V. 1

City of Suisun City General Plan

- Volume I -

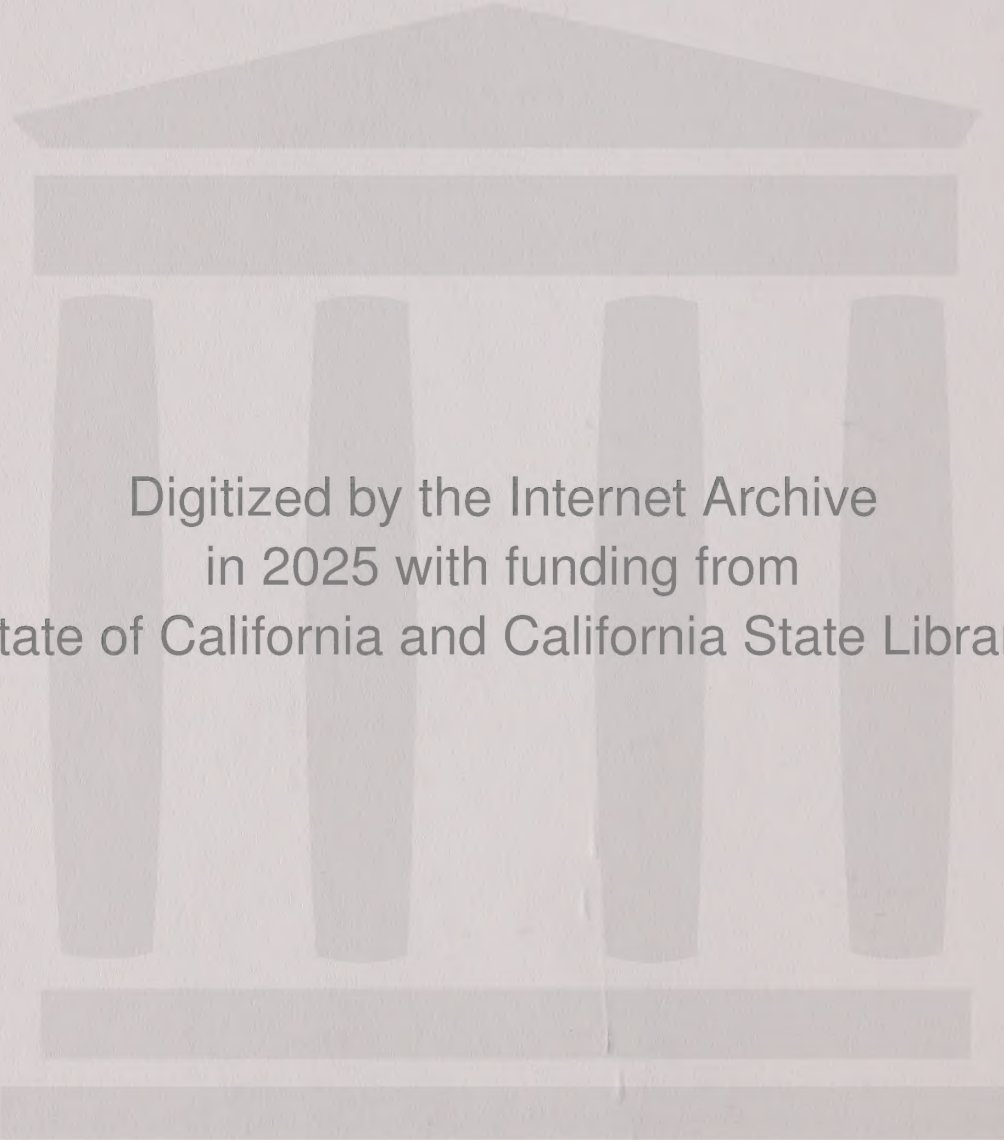
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v. 1

RESOLUTION No. 92-36

A Resolution Of The City Council Of The City Of Suisun City For The Approval Of Comprehensive Amendments to Update the 1979 General Plan (File No. GP91-01)

WHEREAS, changes in local conditions and policies and State Law Requires that periodic revisions be made to Suisun City General Plan; and

WHEREAS, the City Council, Planning Commission, Parks & Recreation Commission and Staff have discussed both jointly and individually the need for comprehensive amendments to the General Plan, and

WHEREAS, the Planning Commission is charged with conducting Public Hearings and discussions, and making recommendations to the City Council on these matters, regarding their adoption or denial; and

WHEREAS, the City Council conducted joint discussions with the Planning Commission on January 22, and March 18, 1991 regarding the Housing Element, which meetings were publicized by local newspaper articles and the public was provided an opportunity to speak on each occasion; and

WHEREAS, the Planning Commission conducted further discussions and held public hearings regarding the Housing Element at their regular meetings of June 26, and July 23, 1991; and

WHEREAS, the Planning Commission adopted the Housing Element and recommended its adoption by the City Council after conducting public hearings on July 23, 1991; and

WHEREAS, the Planning Commission at their regular meetings of September 10, and October 8, 1991 reviewed the proposed Amendments to the Circulation and Transportation Element; and

WHEREAS, the Planning Commission held a public hearing at their regular meeting of October 22, 1991, after which the Planning Commission adopted the revised Circulation and Transportation Element and recommended its adoption by the City Council; and

WHEREAS, the Planning Commission at their regular meetings of November 25, 1991, December 10, 1991, and January 14, 1992, did review the proposed Comprehensive Amendments to the remaining Elements of the General Plan (Central Issues, Community Character and Design, Land Use, Open Space, Conservation, Community Facilities and Service, Noise and Safety, financial Resources, Administration and Environmental

Conditions), and conducted public hearings on these Elements on March 10 and March 24, 1991; and

WHEREAS, the Planning Commission held joint discussions with the Parks and Recreation Commission on October 22, 1991 and March 4, 1992, regarding Open Space, Conservation, and Community Facilities and Services Elements; and

WHEREAS, the City Council at their regular meetings of April 21 and May 19, 1992, did review the proposed Comprehensive Amendments to all of the Elements of the General Plan and conducted public hearings on these dates, after giving notice to the public as prescribed by State Law; and

WHEREAS, a report by the City Staff was presented and made a part of the records of all said meetings; and

WHEREAS, members of the public were present to speak on the Amendments at each of the public hearings; and

WHEREAS, the Planning Commission and City Council have reviewed a Negative Declaration of Environmental Impact for these Amendments and the Negative Declaration has been adopted by a separate Resolution of the City Council; and

WHEREAS, based on evidence presented at the Public Hearings and other meetings by City Staff, the public, Commissioners and Council Members, the following Findings are hereby made:

1. The Planning Commission has previously made Findings and adopted the revisions to all Elements of the General Plan and recommended that the City Council adopt the same.
2. The Comprehensive Amendments to all Elements considered as part of this action are in compliance with the relevant provisions of State law and are consistent with recent policy established by the City Council since the General Plan was originally adopted in 1979.
3. The Comprehensive Amendments to all Elements have been reviewed and potential environmental impacts analyzed and mitigation measures incorporated with the Plan. No significant environmental impact has been identified that cannot be mitigated.
4. The minor revisions recommended by the Staff Memoranda dated April 16 and May 13, 1992 and incorporated herein, do not represent substantial modifications to the proposedd amendments to the General Plan and therefore no referral of these revisions need be made to the Planning Commission under the provisions of Government Code Section 65356.

5. Due to the above Findings, the proposed Comprehensive Amendments to the General Plan will be beneficial to the well being of residents of the City and will not be detrimental to the public health, safety or welfare.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Suisun City does hereby approve General Plan Amendment No. GP91-01, Comprehensive Amendments to the General Plan, in its entirety, as though fully set forth herein.

BE IT FURTHER RESOLVED THAT the City Council does hereby approve the minor revisions set forth in Exhibit "A" attached.

CERTIFICATION:

I, Sharon Sattler, City Clerk of the City of Suisun City and ex-officio clerk of the City Council of said City, do hereby certify that the above and foregoing Resolution was regularly passed and adopted at a regular meeting of said City Council held, Tuesday, the 19th day of May, 1992, by the following vote:

AYES:	Day, Dodini, Rundlett, Sargent, Spering
NOES:	None
ABSENT:	None
ASBTAIN:	None

WITNESS my hand and the seal of the said City this 19th day of May, 1992.


SHARON SATTLER, City Clerk

ACKNOWLEDGEMENTS

SUISUN CITY COUNCIL

James. P. Spering, Mayor

Jane Day, Mayor Pro Tem

Steven S. Dodini, Councilmember

John Rundlett, Councilmember

James Sargent, Councilmember

SUISUN CITY PLANNING COMMISSION

James Causey, Chair (1991-92)

Marcus Woodward, Chair (1990-91)

Judy Huggins, Vice-Chair

Anthony Foster, Commissioner

Larry Langland, Commissioner

Michael Segala, Commissioner

SUISUN CITY/REDEVELOPMENT AGENCY STAFF

Camran Nojoomi, Executive Director, Redevelopment Agency

Chet J. Wysteppek, City Manager

Thomas Bland, Planning Director/Deputy Director, Redevelopment Agency

Larch Anne McNeill, Senior Planner

MarieBeth C. Adams

Linda Hobson

Anita Skinner

CONNERLY & ASSOCIATES, INC.

Ward Connerly, Principal

Jeff Goldman, Project Manager

Paul Cummings, Project Staff

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CHAPTER I

INTRODUCTION TO THE GENERAL PLAN

This General Plan document represents a comprehensive update of the 1979 General Plan. Its primary purposes are:

- To guide the City through the next twenty years, during which time the community will focus on the development of the remaining parcels within the City's Sphere of Influence and the redevelopment of the Historic Downtown and Waterfront areas;
- To establish development standards that accommodate growth while enhancing the character and quality of life of the community;
- To create a viable economic base that enables the City to provide quality public facilities and services to its residents;
- To increase the quality of development on vacant infill lands within the City limits;
- To improve and upgrade existing neighborhoods; and
- To establish policies that will guide the development of additional lands that may be annexed within the time frame of this General Plan.

Suisun City's first General Plan was prepared in 1965 as part of a joint planning effort with Solano County and the City of Fairfield. The 1965 Plan encompassed the entire Central Solano County Planning Area and projected future population growth and urban expansion to 1985. In 1967, the County developed the Solano County General Plan, incorporating applicable parts of the previously adopted Central Solano County General Plan. In 1973, Suisun City prepared a combined General Plan and Zoning Map for its sphere of influence in order to better define its own areas of interest.

The pattern of development that is evident in Suisun City results from the policies adopted and revised over time under the 1965, 1973 and 1979 General Plans. The 1979 Plan addressed the tremendous growth and change that would affect Suisun City over the following thirteen years.

In contrast, this General Plan update can be characterized by its focus on consolidating the improvements that have already been made in the community and continuing those improvements on the remaining parcels of vacant land within the City; by its attention to preserving, rehabilitating, and

upgrading existing neighborhoods; and by its attention to the expansion of the City after the year 2000.

Format and Content

The General Plan is presented in eleven parts, including this introductory chapter. The organization of the plan reflects seven subjects, or "elements", that define the community and the policies which will guide the physical, social, and economic development of the community. These seven elements are Chapters III - IX: Community Character and Design, Land Use, Circulation and Transportation, Housing, Open Space and Conservation, Community Services and Facilities, and Noise and Safety.

Preceding the elements, Chapter II addresses issues that transcend all of the elements and affect the entire community. Chapter X discusses financial resources and other measures necessary to implement the General Plan. Chapter XI discusses the interpretation responsibilities and procedures for the day-to-day administration of the General Plan.

Chapters II - X are all organized in the same general format; an introductory text consisting of a background, existing community setting or description of key concepts precedes the goal(s), objective(s) and specific policies that are the key statements of the City's intent regarding the issues addressed in each chapter. Discussion sections often follow or are included within individual policy statements. These provide a further explanation of the importance of the policy or to clarify intent.

THE ENTIRE TEXT OF CHAPTERS I - XI AND ALL MAPS CONTAINED THEREIN ARE ADOPTED POLICY OF THE CITY OF SUISUN CITY REGARDING THE ISSUES ADDRESSED BY THIS GENERAL PLAN.

Chapter 12, the last chapter, is an environmental assessment of the Plan. Most of the information on environmental conditions in the City and mitigation measures to address the effects of the General Plan on those conditions, are located within Chapter II, Central Issues and the seven elements. The final chapter provides an overview and summary of those conditions and mitigation measures.

Required and Optional Elements

State law requires that, at a minimum, a General Plan address seven subject matters: land use, housing, circulation, open space, conservation, noise and safety. These subjects can be addressed individually, as separate "elements" of the plan, or they can be combined to the extent they are functionally related. Local governments may include additional subject matters in their general

plans. Each element of the General Plan must be consistent with every other element. Whether required or optional, all elements have equal legal force; the provisions of one element may not "supersede" or contradict provisions of another element. The contents of each of the mandatory elements is dictated by the requirements of state law. The level of detail of the elements vary and are summarized below:

Land Use Element. This element must designate the proposed general distribution, location and extent of the use of land for housing, business, industry, open space, agriculture, natural resources, recreation, and other proposed uses. This element must also include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the general plan.

Circulation Element. This element should show the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the general plan.

Housing Element. This element must contain an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing.

Conservation Element. The Conservation Element must address the conservation, development, and use of natural resources, including water resources, vegetation, soils, wildlife and other natural resources.

Open Space. This element must identify open space lands for the preservation of natural resources, managed production of resources, agriculture, outdoor recreation, and public health.

Noise Element. This element must identify sources of noise from aircraft, transportation facilities, local industries, and other sources and include mitigation measures for the protection of the public from excessive noise.

Safety Element. This element must identify potential public safety hazards from natural sources, such as seismic activity, slope instability, and other geologic forces.

Community Character and Design Element. This optional element addresses the physical appearance and relationship of the natural and built environments to overall character of the community, both as it exists and as it is desired. The goal, objectives and policies of this element state the City's intentions of how the design of new development and improvements to existing neighborhoods should enhance this desired character, or "quality of life".

Community Facilities and Services Element. Another optional element that describes the level of facilities and services needed to serve both existing residents and new growth. Municipal facilities such as water, sewer and public safety are addressed, as well as park and recreation needs.

Central Issues. Contains the Mission Statement, or overriding goal of the General Plan and discusses community wide issues that transcend all of the other Elements.

Financial Resources. Identifies potential revenue sources and policies for funding the costs of implementation of the General Plan.

Plan Interpretation and Administration. Provides directions and responsibility for interpreting and administering the General Plan.

Environmental Conditions and Mitigation Measures. Fulfills requirements of the California Environmental Quality Act for General Plans. Describes potential for environmental impacts and the mitigation measures that are contained within the various elements through the proposed policies.

CHAPTER II

CENTRAL ISSUES

General Plan Mission Statement:

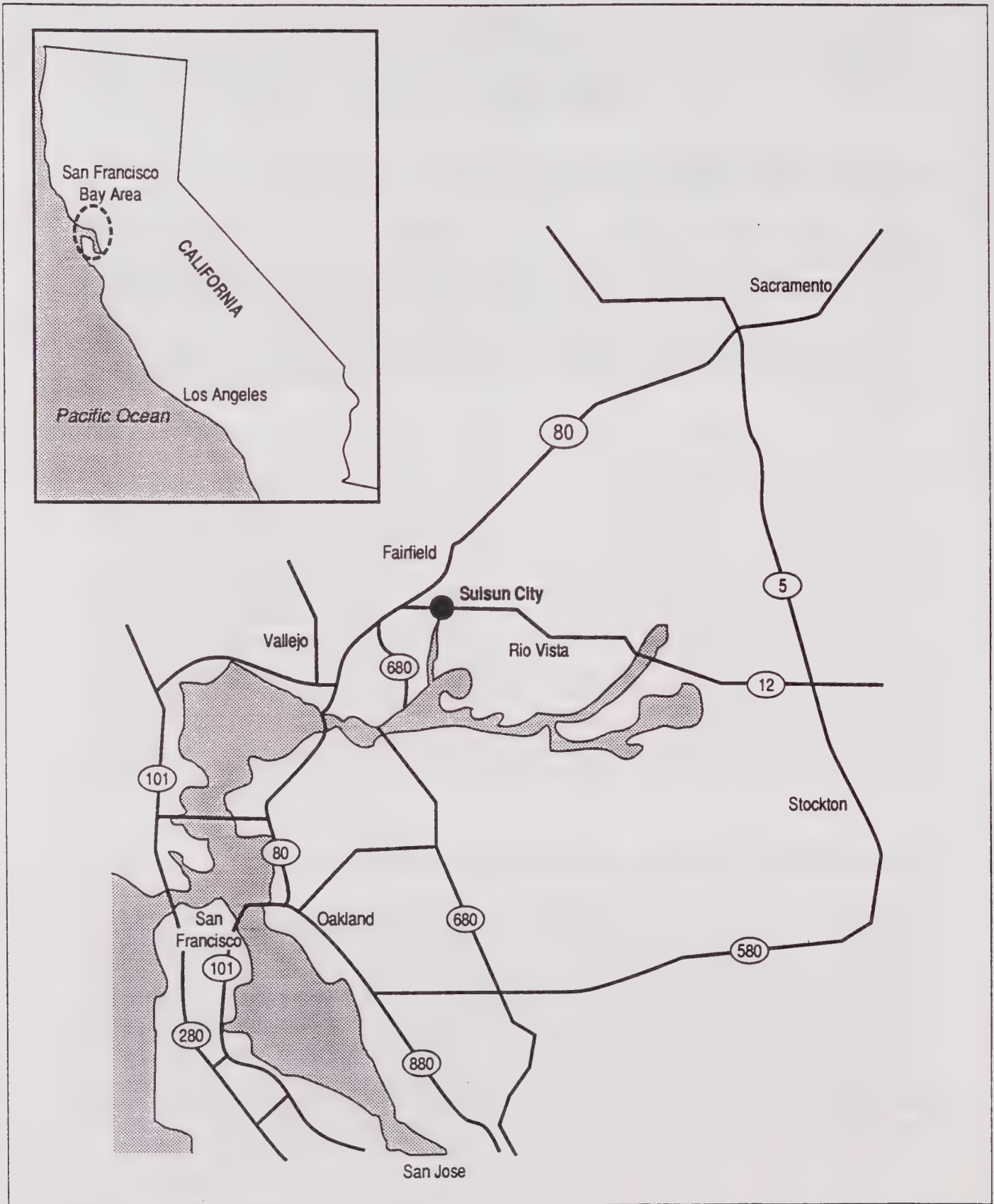
The purpose of the Suisun City General Plan is to provide overall guidance to the physical, social, economic, and environmental development of the community. This is accomplished through a series of policy statements and implementation measures that address important community issues. This document represents a General Plan update to cover planning and development decisions through the year 2010.

Community Setting

The City of Suisun City is located in central Solano County, midway between Sacramento and San Francisco. Suisun City is bounded on the north and west by the City of Fairfield, the Solano County seat. The City is bounded on the east by Travis Air Force Base and unincorporated agricultural lands and on the south by the Suisun Marsh Protection District. The community is bisected by State Highway 12 and is approximately two miles east of Interstate 80. The Suisun Slough, a major tidal waterway, connects Suisun City to Suisun Bay and the greater San Francisco Bay system. The Southern Pacific Railroad passes through the City and the only remaining passenger stop in Solano County is located adjacent to Main Street in the Old Town business district.

Population, Growth, and the Housing Market

The City was founded in the 1850's. By the turn of the century, Suisun City had become an important regional center for transportation and commerce because of the railroad and the waterfront. Population remained steady through the 1950's at about 3,000 people, before new residential development began in the 1960's. Population growth actually declined slightly during the late 1960's. However, growth picked up with vigor during the 1970's as the suburban development of the outer Bay Area reached Solano County. By 1991, the City's population had increased to 23,550, more than twice the 1980 population of 11,087 and eight times the 1970 population of 2,917.



NO SCALE



During the 1960's and 1970's, Suisun City and other Solano County communities were home to lower- and moderate-income residents who could not afford to live in more expensive communities closer to San Francisco. Commercial development was mainly limited to businesses serving the local population. This trend changed noticeably during the late 1970's. Because of the area's location within commuting distance of the Bay Area, Suisun City and other Solano County communities received increased attention from homebuilders seeking to build middle- and upper-income housing. Lower land and development costs fueled this trend.

The circumstances under which this General Plan has been prepared are substantially different from the prior two general plans adopted in 1965 and 1979. At the time of the 1965 General Plan, Suisun City was a small community of less than 3,000 persons centered on the Suisun Channel. The suburbanization of the Bay Area was just beginning to impact central Solano County in the Fairfield-Suisun area. Fourteen years later, at the time of the 1979 General Plan, Suisun City and other Solano County communities were directly in the path of expanding Bay Area development and had begun to experience high levels of development that would last throughout the 1970's and 1980's.

While the community's housing stock has increased rapidly since the 1970's, there has not been a corresponding increase in commercial and industrial development. Even though substantial land areas have been set aside for industrial and service commercial use, only modest progress has been made to perfect the potential that exists. Most of the commercial development that has occurred has been in retail, personal, and business services for the local population.

The most significant feature of the current General Plan is that the number of residents and workers that Suisun City can reasonably accommodate is limited by several key factors: the small amount of remaining undeveloped land within the present City limits; uncertainty regarding the amount of land that can be annexed east of Walters Road and south of Scandia Road; the boundaries of the Suisun Marsh Protection District and Travis AFB, the restrictions imposed under the Travis Air Force Base Airport Land Use Plan (ALUP), and the boundaries of the City of Fairfield. These limitations, in effect, create a nearly absolute limit to the physical and economic development of Suisun City.

Goal, Objective and Policies

Goal: TO CREATE A COMMUNITY WHICH CONSTANTLY STRIVES TO IMPROVE THE VISUAL AND FUNCTIONAL QUALITY OF NEW AND EXISTING DEVELOPMENT, WHICH BALANCES JOBS AND HOUSING FOR ALL INCOME GROUPS, WHICH PROTECTS NATURAL RESOURCES AND OPEN SPACES, AND WHICH MEETS THE RECREATION AND LEISURE-TIME NEEDS OF ITS RESIDENTS.

OBJECTIVE 1: THE CITY WILL DEFINE THE EXPECTED LEVEL OF RESIDENT AND WORKER POPULATION, THE LIMITS OF CITY EXPANSION, AND THE AREA OF PLANNING CONCERN FOR THE CITY TO THE YEAR 2010.

Policy 1: Size of Community. The City will plan for a resident population of approximately 32,000 by the year 2000 (the expected year of residential build-out) and a daytime worker population of approximately 4,700 by the year 2000.

Discussion. *The projected population holding capacity of Suisun City's 1965 General Plan was approximately 29,000, as compared to a 1965 population of approximately 4,100. This population holding capacity was also used as the basis for the 1979 General Plan. As development has proceeded, the City has revised its estimate of the population holding capacity to 32,000, including the development of the Lawler Ranch, which was not a part of the city's Sphere of Influence in 1979, and the Peterson Ranch, which is not presently within the City limits. Between 1992 and 2000, the City expects to accommodate up to 8,500 additional residents (2,350 to 2,650 dwelling units at 3.0 to 3.4 persons per dwelling unit), assuming that currently approved residential development projects are completed as planned and that the Peterson Ranch property east of Walters Road can be annexed and developed.*

After 2000, there may be limited potential for additional residential development through housing replacement, redevelopment and adjustments in land use. For planning purposes, this General Plan assumes that, at residential build-out, the City will achieve a maximum year-round resident population of approximately 32,000 by the year 2000.

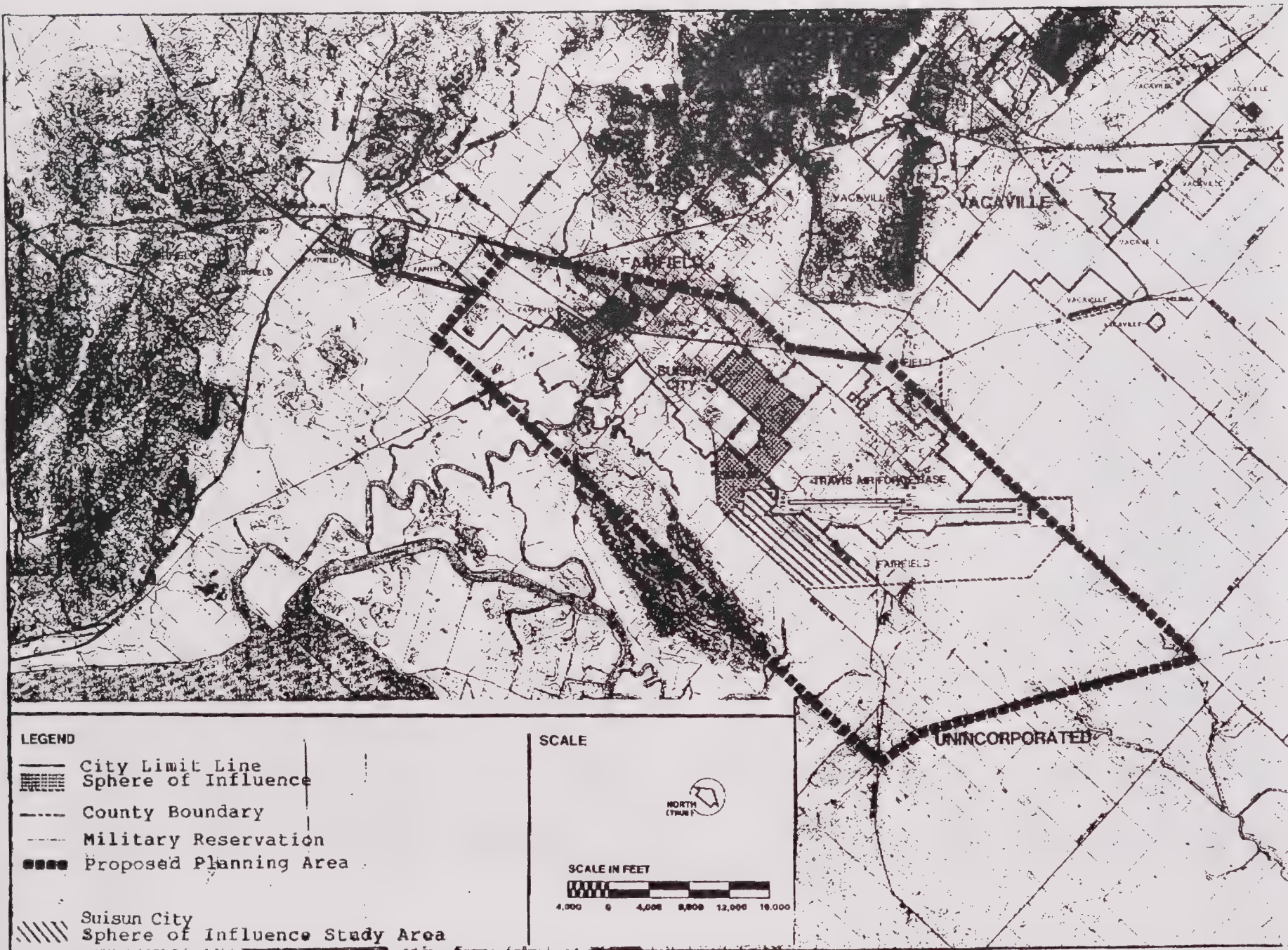
The potential for annexation necessary to increase population holding capacity within the City's present Sphere of Influence is limited to lands east of Walters Road and north of Scandia Road at the eastern limits of the City, and extending north as far as Tabor Avenue. This area is known as Peterson Ranch. The residential potential of this area is limited by an easement to protect Travis Air Force Base from urban encroachment. In consideration of the restrictions imposed on development in Peterson Ranch by the Travis Airport Land Use Plan, it is capable of accommodating approximately 800 dwelling units and 2,400 people.

The ability of the City to accommodate additional commercial and industrial development is also somewhat limited. There are several areas outside of the present City limits but within the City's existing Sphere of Influence that may be appropriate for commercial and industrial use. These areas are shown on the Land Use Map. There are, however, significant environmental and regulatory constraints on many of these sites.

Virtually all undeveloped lands outside the present City limits but within the City's Sphere of Influence is within the Travis AFB ALUP Compatibility Zone Boundary. This Plan, authorized by the State of California and administered by the Solano County Airport Land Use Commission (ALUC), requires that any proposed land uses be consistent with its land use compatibility guidelines.

The City estimates that there were nearly 2,500 employees within Suisun City in January of 1991, based on nearly one million square feet of commercial and industrial space. The City expects to add approximately 2,200 employees between 1991 and 2001, for a total projected daytime worker population of approximately 4,700 in just over 1.9 million square feet of commercial and industrial space. The total resident and worker population projected for the time period of this General Plan, is therefore, approximately 36,700.

Policy 2: The Planning Area for the Suisun City General Plan is established as depicted by the map on page 10.



Discussion: *General plans usually cover an area considerably larger than the Sphere of Influence. A city's planning area is that area beyond its corporate limits which bears some relationship to planning and land use decisions made by that city. A city should include those lands within its planning area that it anticipates will be directly affected by the implementation of its general plan and areas in which other jurisdiction's general plans may affect the city. The planning area may be the same as the Sphere of Influence, or it may extend beyond the Sphere. In mapping a planning area, the city does not necessarily assume that it will eventually annex or serve lands within that area outside the present city limits and the Sphere of Influence. The planning area merely represents a larger area in which the city has a legitimate interest and expects consultation by the county and neighboring jurisdictions to assure that land use decisions are compatible with Suisun City's planning goals and policies.*

Relationship of the Planning Area to Surrounding Communities. The General Plan prepared in 1979 recognized the reciprocal relationship between planning decisions made in Suisun City and Travis Air Base. There was little recognition in the 1979 Plan, however, of the close relationship between planning decisions made by the City of Fairfield, Solano County, and Suisun City within the area south and east of Travis Air Force Base. In 1989, Suisun City expanded its planning area to include lands south and east of Travis Air Base. This larger planning area is the focus of plans and policies of the County, the City of Fairfield, and Travis AFB. Development in this area would have significant implication for Suisun City. Highway 12 is the only arterial connection to Interstate 80 and can be expected to convey a large percentage of any additional traffic generated in the area. Further, inappropriate development could severely degrade environmentally sensitive habitats and preclude a future development pattern that would be both environmentally and economically beneficial. Related policies and issues are discussed under Objective 2 below.

Planning decisions made within Suisun City and along that portion of Fairfield adjacent to the City may also have direct, reciprocal effects. The Planning Area contained in this General Plan revision, therefore, incorporates a portion of the City of Fairfield, as far north as Air Base Parkway and west to the linear park. This policy recognizes the reciprocal relationship along the borders of the two cities.

OBJECTIVE 2: SPHERE OF INFLUENCE. SUISUN CITY WILL ESTABLISH AN URBAN LIMIT LINE AND SPHERE OF INFLUENCE BOUNDARY FOR THIS GENERAL PLAN THAT CORRESPOND TO THE SOLANO COUNTY LOCAL AGENCY FORMATION COMMISSION (LAFCO) DESIGNATED SPHERE OF INFLUENCE FOR SUISUN CITY. THE CITY WILL SEEK TO EXPAND ITS SPHERE OF INFLUENCE SOUTH AND EAST OF TRAVIS AIR FORCE BASE THROUGH COOPERATIVE AGREEMENTS WITH THE CITY OF FAIRFIELD, SOLANO COUNTY AND THE SOLANO COUNTY LAFCO.

Discussion: The Sphere of Influence corresponds to the City's "urban limit line", that is, the ultimate area of urban expansion that the City projects it can serve. A city's urban limit line is that area outside the present city limits as defined in its general plan, to which it can reasonably expect to provide urban services and facilities within a specified time period. The Sphere of Influence is more significant than an urban limit line because State law gives the authority to the County's LAFCO to establish or modify Spheres as limits of prospective annexation. Land simply cannot be annexed unless it is within the boundary of the Sphere of Influence set by LAFCO for that particular city. Land uses within a city's Sphere of Influence are legally controlled by the county until the area is annexed to that city. Land use decisions should be made in formal consultation or by joint action with the affected city, however, since that city may ultimately annex and be responsible for providing services and facilities to any area within its Sphere.

At the time Suisun City's current Sphere of Influence was adopted, the city's level of growth and its ability to serve lands outside the present corporate limits was assumed to be much less than at present. There are few remaining undeveloped areas in Suisun City's Sphere of Influence that are not in some way impacted by Travis Air Force Base. The City is literally "hemmed in" by the Base, the City of Fairfield, Fairfield's Sphere of Influence, and the Suisun Marsh. Opportunities for City expansion and development are extremely limited, therefore, and it is expected that buildout of non-impacted lands will be achieved by the year 2010.

Suisun City's economic vitality may well depend on the expansion of the Sphere of Influence. At present, the City's commercial and industrial tax base is limited. For the City to retain its fiscal well being and continue to improve the level of services it provides for its residents, it will need

to expand its economic base. However, much of the land currently within the City's Sphere of Influence and available for annexation may not be developable because of environmental and/or safety concerns described above. A healthy economic base may well depend on an expansion of the Sphere of Influence, providing Suisun City with an opportunity to annex additional commercial and industrial land that does not have the same severe development restrictions.

In the fall of 1977, the California Legislature acted to include all lands proposed for urbanization south of Highway 12 within the Suisun Marsh Protection District. (The Lawler Ranch was removed from the Marsh in 1983.) This effectively eliminated the possibility of urban development directly south of the City and left only the area southeast of Travis Air Force Base as a potential direction for urban expansion.

Policies for Areas South and East of Travis Air Force Base

In February, 1992, Suisun City and the City of Fairfield entered into the Travis Planning Area Memorandum of Understanding for the lands south and east of Travis Air Force Base. In March, 1992, the Solano County LAFCO approved a transfer of 1600 acres from the City of Fairfield's Sphere of Influence to the City of Suisun City's Sphere of Influence. Because of the sensitive nature of this area, the mutual interest of several jurisdictions, and the absence of urban infrastructure, a larger planning effort that is beyond the scope of this General Plan must be undertaken. Several key issues are apparent, even at this early stage. Before any annexation or development occurs under the sponsorship or jurisdiction of either City or the County, the following guiding principals should be observed:

Policy 3: A cooperative planning approach should be adopted between Suisun City, Fairfield, and other entities as appropriate where planning areas and jurisdictions overlap. Such an approach will include a jointly adopted plan outside of Suisun City's Sphere of Influence and a separate planning effort in consultation with the other jurisdictions inside the portion of the Sphere recently transferred from Fairfield. (See Policy # 12 below.)

Policy 4: Development shall only proceed according to the standards of a specific plan or area-wide plan.

Policy 5: Due to the presence of environmentally sensitive lands and the constraints of the Travis Airport Land Use Plan, significant areas may become permanent open space. Specifically, the area designated as Area "D" on the map on page 15 (approximately 430 acres), will be maintained as permanent open space.

Policy 6: Growth in the area will occur in planned phases, depending upon:

- A change in the status of Travis Air Force Base
- Construction of necessary transportation improvements
- Provision of adequate public facilities and services
- Establishment of assessment districts or similar mechanisms to fund needed public improvements and/or open space acquisition
- Market conditions for competing land uses
- Availability of water, sewer, and other essential infrastructure
- Policies of the specific plan or area plan

Policy 7: Development should occur in a logical and orderly pattern and avoid "leapfrogging" to lands which cannot be economically served.

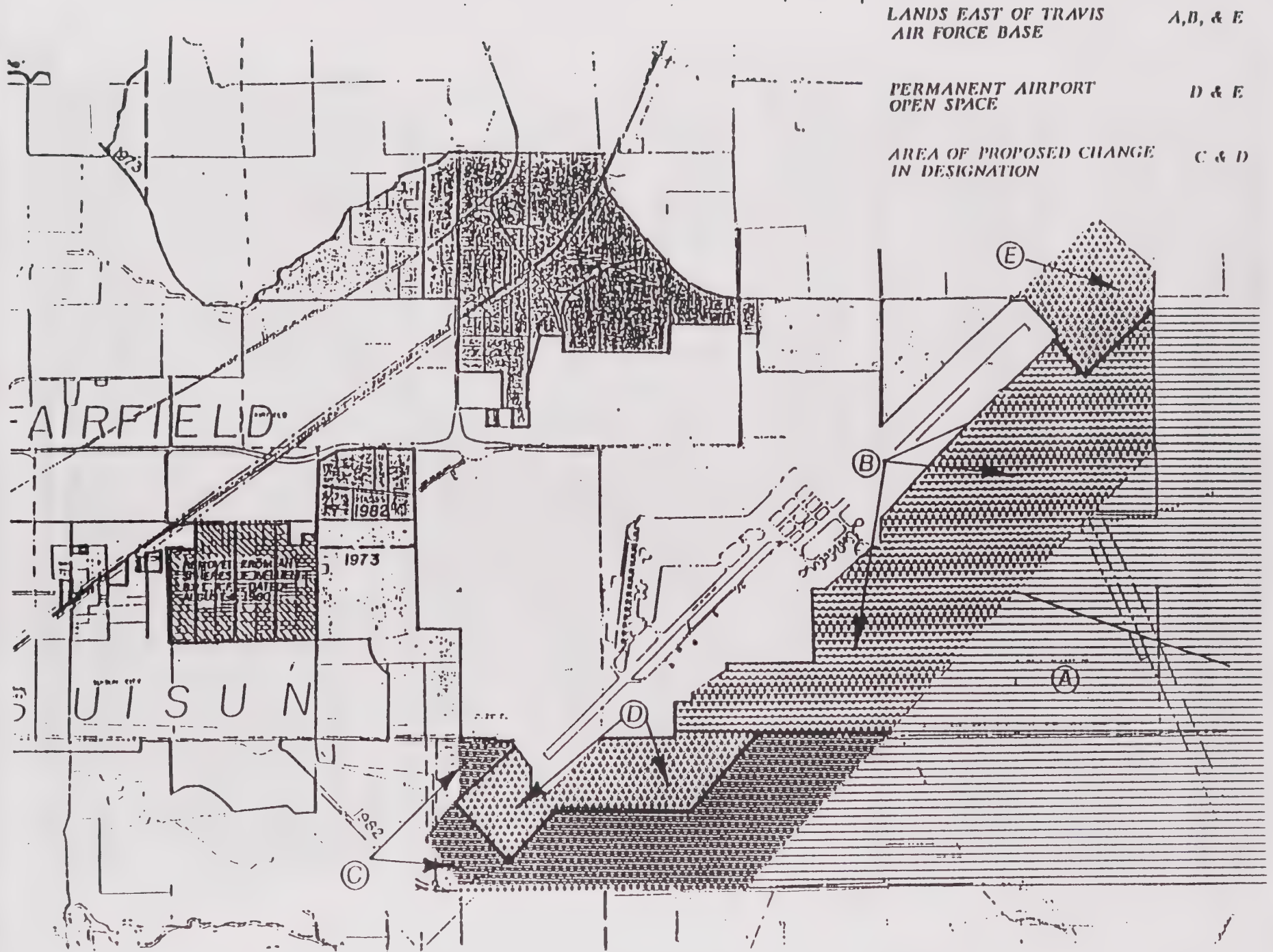
Policy 8: Development must be consistent with the Travis Air Force Base Comprehensive Airport Land Use Plan.

Policy 9: Future development should comply with City urban design standards and recognize the Highway 12 corridor as a major visual entrance to Suisun City and Fairfield.

Policy 10: All development must protect the integrity of the environmentally sensitive Suisun Marsh, designated wetlands and Jepson Prairie.

Policy 11: No residential development shall be allowed in areas exposed to aircraft noise from Travis Air Force Base in excess of 65 dB CNEL.

Policy 12: Suisun City will comply with the Travis Planning Area Memorandum of Understanding with the City of Fairfield to engage in joint planning of areas south and east of Travis Air Force Base, outside of the Suisun City Sphere of Influence.



OBJECTIVE 3: GROWTH MANAGEMENT: THE CITY WILL ADOPT A PERFORMANCE-BASED GROWTH MANAGEMENT SYSTEM THAT RELIES ON THE CAPITAL IMPROVEMENT PROGRAM (CIP) TO ENSURE THAT NEEDED COMMUNITY FACILITIES ARE PROVIDED IN A TIMELY MANNER.

Policy 13: New development that is additive (not replacement housing or commercial development resulting from Redevelopment Agency activities) will be expected and required to fully fund the need for additional facilities that such development generates, as calculated by the CIP. The City and the Redevelopment Agency shall jointly determine which specific development projects are to be considered to be "additive" and which are "replacement" for the purpose of fulfilling this policy.

Discussion: *It is important to note that the meaning of the term "replacement development" is intended to be broadly construed and not narrowly defined or targeted to any particular income group or location within the city limits. The only limitation is that any replacement development that is so designated by the city and Redevelopment Agency not exceed the total amount of preexisting development (housing units or building area) that was or is being removed. It is important that the City and the Redevelopment Agency have the flexibility to determine which developments are to be considered "replacement", in order to best achieve the goals and objectives of the General Plan and the Redevelopment Plan.*

Policy 14: All proposed development projects shall be reviewed for specific and cumulative impacts on public facilities and services, as well as other potential environmental impacts.

Policy 15: All proposed development projects must demonstrate that the public facilities impacts will be mitigated either of three ways:

- Payment of development impact fees that will provide a proportionate share of the facilities needed as a result of the proposed development; the level of fees to be paid shall be established by the CIP and updated on at least a biannual basis.
- Construction or provision of the needed facilities at a stage in the development of the project where the additional facilities and services will be needed, as determined by the City.
- Entering into an assessment district or equivalent financing mechanism to the satisfaction of the City that will provide the funding for the necessary facilities at the time they are needed.

Policy 16: Prior to issuance of construction permits, the project developer shall demonstrate that the necessary facility or equipment will be provided in a timely manner, as described above. If the CIP has not scheduled the necessary facilities for construction or purchase at the proper time to fulfill this requirement, the developer may elect to construct the facility or purchase the equipment ahead of the CIP schedule. A binding commitment for this purpose that is satisfactory to the City shall be executed prior to issuance of permits.

Discussion: *Because of the relatively small proportion of the existing Sphere of Influence that remains undeveloped, there would be little benefit to arbitrary population or housing allocation systems that restrict annual growth to a set percentage or number of dwellings. The basic policies of the Plan for growth management are described here and in the Community Facilities and Services Element (Chapter VIII).*

The rate of development is to be determined by considering the cumulative environmental impacts of individual projects and the ways in which these impacts can realistically be mitigated through phased programs of project development. The overriding consideration will be to assure that an appropriate level of public services will be available to new developments at the time of occupancy, including (but not limited to) the following: water, sewer, drainage, flood control (where necessary), streets, parks and recreation, open space, schools, and public safety (fire and Police Protection). Municipal facilities and services will be provided according to the policies of the Community Facilities Element and implemented by standards and financing mechanisms contained in the Suisun City Capital Improvements Program. If a land owner requests to develop a property prior to the scheduled provision of municipal services and facilities according to the CIP, the City will require that the developer pay for the costs of extending those services and facilities (or provide them directly) and be reimbursed over time as surrounding properties are developed.

OBJECTIVE 4: IMPLEMENT THE DOWNTOWN/WATERFRONT SPECIFIC PLAN.

Policy 17: The City shall continue to implement the policies of the General Plan for the downtown area through the implementation of the Downtown/Waterfront Specific Plan.

Discussion. *The Specific Plan covers the area bounded by Cordelia Street, the Southern Pacific Railroad, Highway 12, and Suisun Slough. The Plan sets forth more detailed standards for land uses and policies for the development and redevelopment of lands within the plan area. Residential densities will be a combination of low, medium, and high; and their distribution within the specific plan area are shown on a land use map adopted as part of the Specific Plan. Other land uses are also being shown on the land use map. Allowed uses and development standards for each use are governed by the plan.*

CHAPTER III

COMMUNITY CHARACTER AND DESIGN

Introduction:

"Community character" has many interpretations, but is most often evident in the physical characteristics of the human environment. The perceived character of a community is most strongly a reflection of the way a community looks and feels to residents, workers, and visitors passing through the community. Community character is greatly influenced by the pattern and fabric of development that has occurred over time. One's sense of community character is also shaped by reaction to the human environment and the interaction of human-created and natural features of a community. These natural features are often associated with so-called "quality of life" factors--recreational opportunities, the preservation of natural resources, vegetation and landscaping, and the preservation of open areas for visual and recreational enjoyment. The accessibility and proximity of these factors at regular intervals greatly influences how individuals react to their surroundings. Natural amenities are necessary to relieve the sense of density and congestion that often result from modern urban development practices. The goal, objective, and policies of this section address the tangible factors that contribute to the intangible sense of identity and quality of living experience in Suisun City.

Community Setting: Distinguishing Characteristics.

Suisun City's most distinguishing characteristic is its relationship to water and water-oriented land uses, including the historic waterfront area, natural watercourses which traverse the community, the Suisun Slough, and human-created waterways. Although the water orientation of the community primarily relates to development in Old Town, one of the primary purposes of the City's past and present planning efforts is to draw residents from the entire community to the Old Town/waterfront area.

Over the past twenty years, Suisun City has expanded well beyond the older, central areas adjacent to the waterfront. The newer developments are almost exclusively single family residential tracts and comprise over 80% of the developed lands in the City. These subdivisions have extended easterly a distance of about two miles and north to the Southern Pacific Railroad, which is the boundary between Suisun City and Fairfield. The subdivisions developed in the 1970's and early 1980's do not reflect any particular design theme or identity. With some exceptions, these areas were not provided with landscaped setbacks, identifiable entries, signs, or landscaping.

In addition, there is a pronounced contrast between the small, pedestrian-oriented grid pattern of Old Town and the broad curvilinear streets in the new subdivisions.

A second consideration is the City's relationship to the Southern Pacific Railroad, and the City's role as an important stopping place along the line. The Southern Pacific Railroad creates a sharp border between Fairfield and Suisun City, physically separating the two communities. Along portions of Railroad Avenue, the City of Fairfield literally turns it back to Suisun City by way of high sound walls that mitigate noise from the railroad line.

A third factor is the City's historic and cultural role as transportation center at the interface of rail and water routes. The City's historic core is linked to its role in transportation over a century ago. As with the waterfront, however, the historic design elements of the City are limited to the Old Town area, and there is little design relationship between Old Town and the remainder of the community.

Suisun Marsh. A strong interaction occurs between urban and natural habitats along the Suisun Marsh, which defines the southern edge of the City. Because the Marsh represents a natural habitat border, development design along the Marsh must be sensitive to the urban-environmental interface, in contrast to the urban interface between Suisun City and Fairfield.

Highway 12 and Key Entry Ways. The limited number of entry ways into the City contribute to the visual impressions of Suisun City. The most obvious entry points are along Highway 12 in both directions. From the west, the first impression one has of Suisun City is shaped by the elevated views of the Crescent Neighborhood, Old Town, City Hall, and the waterfront. This visual impression will certainly change as the Crescent Neighborhood is redeveloped. Along Highway 12 from the east, the visual impression of the City is shaped by the new residential developments, and the Lawler Ranch development. Other major entry ways into the community are along Sunset Avenue (north and south) and Walters Road. The northern entry ways into the City from Fairfield, along Sunset Avenue and Walters Road are largely undeveloped. The City has an opportunity to create visual images of the City at these two entry points. The visual impression of the entry point from the south along Sunset Avenue is shaped by the commercial development at the intersection of Sunset and Highway 12. The visual impression at this entry point is one of low density, mixed retail, service, and office commercial uses, typical of many suburban communities.

Trees and Landscaping. Also apparent to the newcomer is the lack of landscaping and trees along most streets in the pre-1980's subdivisions and along arterial streets. Although the natural environment of the area tends to have few trees, in an urban or suburban setting, a lack of trees increases the

contrast between the natural and the human environment, tends to present a less pleasing visual image, and increases the appearance of automobile domination. Trees also contribute to a cooling effect on especially warm days.

The Development Guidelines for Architecture and Site Planning, in conjunction with the Downtown/Waterfront Specific Plan represent the two primary measures that the City will use to assure the compatibility of new development with Suisun City's character. The development standards address the orientation of residential buildings, building spacing and setbacks, subdivision entry and identification features, block configurations, pedestrian and bicycle circulation, outdoor refuse storage, lighting, fencing and walls, grading and drainage, recreational amenities, parking, and general aspects of building design. The Specific Plan sets the types of land uses, development standards, and design expectations for the area bounded by the Suisun Slough, Highway 12, the Southern Pacific Railroad, and the southern City limit line.

GOAL, OBJECTIVES AND POLICIES

Goal: TO PURSUE VISUAL AND DESIGN QUALITY IN BOTH PRIVATE DEVELOPMENT AND PUBLIC FACILITIES THAT MAINTAINS AND STRENGTHENS THE CHARACTER OF SUISUN CITY.

OBJECTIVE 1: *THE CITY WILL SEEK TO ASSURE THAT DEVELOPED AND REDEVELOPED AREAS ARE CONSISTENT WITH THE DESIRED CHARACTER OF THE COMMUNITY.*

Policy 1: Quality of Development. The City will implement development design standards to assure that new development achieves an acceptable level of performance on visual quality, landscaping, circulation, noise attenuation, environmental protection, flood control, public facility and service, and other important criteria. The Development Guidelines for Site Planning and Architecture were adopted in 1988. The design standards embodied in this document reflect the objectives and policies this chapter.

Policy 2: The visual aspects of development (signs, fences, walls, landscaping, screening, lighting, color, materials, size, bulk, height, etc.) must be integrated and relate to their surroundings in a complimentary manner.

Policy 3. New development will be expected to adhere to a continually improving standard of design quality, environmental sensitivity, and image of the community. The quality of all private and public development should be upgraded with the addition of each new development project.

Policy 4: New residential developments are expected to exhibit variety and creativity in housing types, site design, building orientation, and site configuration.

Policy 5: Each neighborhood should have a sense of place and identity through the use of entry markers, landscaping, and common design themes; among neighborhoods, however, there should be a variety of design themes.

Policy 6: Visual/Design Character of Specific Developments. There are key areas of the City for which specific visual and design character is desired. Examples of these are:

- The Downtown/Waterfront Specific Plan area, which should reflect the relationship between the historic buildings, redeveloped areas, and the waterfront according to the standards of the Plan;
- Lawler Ranch, which should reflect the "gateway" entrance that the City wishes to achieve along Highway 12 (including landscaping) to the north of the development, and the interface of the development with the Suisun Marsh along the south; and
- The Peterson Ranch Property, in which the City desires to include a mixture of housing types, densities, and orientations in a planned development that will include a middle school and park site.

OBJECTIVE 2: TO IMPROVE THE DESIGN QUALITY OF EXISTING NEIGHBORHOODS WHERE LANDSCAPING, NEIGHBORHOOD IDENTITY, AND PUBLIC AMENITIES ARE LACKING.

Policy 7: Design Quality of Existing Development. As the City develops the contrasts between new and older developments will become more apparent. The City should seek to upgrade older developed areas so that they can achieve many of the quality design concepts the City applies to new development. Elements that can be added to improve older neighborhoods include the planting of trees and landscaping, the installation of decorative design elements along arterial and collector streets (low walls, fences, street furniture, decorative lighting), the screening of trash bins and HVAC equipment, and the landscaping of parking areas. Examples of methods in which this policy could be achieved are as follows:

- By the establishment of funding mechanisms to finance public improvements in existing neighborhoods;

- By imposing requirements under the City's Design Guidelines for non-single family properties where substantive changes in land use, remodeling, or reconstruction will occur;
- Through public tree planting programs along arterial and collector streets; and
- Through the enforcement of zoning requirements regarding signs and the screening of trash bins and other equipment.

OBJECTIVE 3: TO ENSURE THAT INFILL DEVELOPMENTS UPGRADE, NOT DETRACT, FROM THE OVERALL CHARACTER OF SURROUNDING NEIGHBORHOODS.

Policy 8: Infill Development. Infill development should be of superior quality than the surrounding development, particularly older developments from the 1960's and 1970's. Infill developments should be sensitive to their surroundings and not appear out of scale, at odds in design, or overly dense in relation to neighboring land uses. (See also Policy 6 of this Chapter)

OBJECTIVE 4: TO PRESERVE SUISUN CITY'S HISTORIC STRUCTURES, LANDMARKS, SITES, AND NEIGHBORHOODS.

Policy 9: Downtown/Waterfront Specific Plan. The City will implement Specific Plan design guidelines which address historic preservation (Main Street commercial area, HR/Historic Residential District, etc.) and the compatibility of new development with historic structures. The Specific Plan has incorporated the City's zoning code provisions for the preservation of historic structures and will also implement the City's historic preservation ordinance.

Policy 10: Architectural Review. The City's Architectural Review Board will periodically revise and update the inventory of buildings and sites within the Old Town area. The Board will also implement the City's historic preservation ordinance.

Discussion. *The historic structures of Old Town were first identified and categorized by architectural style and significance in 1976. This listing is the basis for the City's local historic district established by the Zoning Ordinance in 1987. The listing should be periodically reviewed and revised to record structures which may be brought into the district, become significant due to aging or new information about previous owners, or other factors.*

OBJECTIVE 5: TO PRESERVE AND ENHANCE VISUAL AND PHYSICAL INTERACTION OF DEVELOPMENT IN SUISUN CITY AND SUISUN MARSH.

Policy 11: Lawler Ranch. Ensure that the development of Lawler Ranch retains views of Suisun Marsh from residences within the development and along public rights-of-way. Development should be oriented to take full advantage of the visual amenities of the Marsh.

Policy 12: Parks and Open Space. Parks and open spaces located along the edge of the Marsh should be designed to provide an accessible and open transition between human-developed spaces and the natural environment of the Marsh. The City will accomplish such a transition along the interface between the Lawler Ranch subdivision and the buffer channel according to the Capital Improvements Program. (See also Open Space/Conservation Policies 5,7-9, and Municipal Services Policy 14.)

OBJECTIVE 6: TO PRESERVE EXISTING TREES AND ENSURE THAT NEW DEVELOPMENTS PROVIDE ADDITIONAL TREES. (SEE ALSO POLICIES 6 AND 7 OF THIS CHAPTER,)

Policy 13: Preservation of Existing Trees. The City will generally require that existing trees of minimum height and diameter be preserved and integrated into new development. Specific requirements for tree preservation will be included in the City's Development Guidelines. (See also Policy 8 of this Element and Policy 13 of the Open Space and Conservation Element.)

Policy 14: Additional Trees in New Developments. The City will implement tree planting requirements in its Development Guidelines for new developments. These requirements will include standards for street trees, trees within new developments, the types of trees that are acceptable, and minimum sizes for planted trees.

Discussion: *Trees serve a number of beneficial purposes and will contribute to the urban quality objectives of this section by providing the following benefits:*

- *increase the visual attractiveness of the community,*
- *moderate temperature and microclimate changes,*
- *contribute to energy conservation,*
- *provide habitats for wildlife,*
- *improve air quality, and*
- *stabilize soils.*

OBJECTIVE 7: TO INCREASE THE VISUAL ATTRACTIVENESS OF MAJOR STREETS AND KEY ENTRY WAYS TO THE CITY. (SEE ALSO POLICIES 6 AND 7 OF THIS CHAPTER.)

Policy 15: New developments should enhance the appearance of the community along arterial streets, collector streets, and at major entry ways to the City. Development design should reduce visual clutter through the undergrounding of utility lines, the regulation of signs, and the use of trees and other landscaping.

Policy 16: Identification of Entry Ways. The General Plan Land Use Map will Identify the key entry ways into the City. Major entry ways include Highway 12 east of the City limits near the future Walters Road extension, Sunset Avenue at the Southern Pacific Railroad tracks, Walters Road between Tabor Avenue and Prosperity Lane, and Highway 12 between Ledgewood Creek and the overpass.

Policy 17: Visual Attractiveness of West Entrance to Suisun City. The key western entrance to Suisun City along Highway 12 provides the only elevated view of the City. It is especially important that the design and visual attractiveness of developments on either side of Highway 12, between approximately Pennsylvania Avenue and Marina Boulevard, reflect the elevated as well as the ground-level views of these properties.

Policy 18: Building Setbacks Along Key Entry Ways. The City will implement set-back requirements for buildings at key entry ways to the City to ensure that the intent of this section is achieved. Through its Development Guidelines, the City will ensure that buildings at key entry ways are designed to accent the entry way and to accommodate entry signage and related features.

Policy 19: Landscaping Along Rights of Way. The City will require that arterial and collector streets contain sufficient widths to allow for landscaping along the right-of-way, such as landscaped strips between street and sidewalk, landscaped medians, and landscaping along sound walls and entry walls. Landscape setbacks vary depending on the character, function, and location of streets. Appropriate landscaping widths and setbacks are specified by the Development Guidelines and the Downtown/Waterfront Specific Plan.

Developments proposed along Highway 12 will be conditioned by development review procedures and will avoid the creation of foreground views which will be detrimental to the objectives of maintaining and improving visual quality along the Highway. Development projects which fall within the foreground view from Highway 12 and which are adjacent to the Highway 12 right-of-way will be subject to conditions of approval which provide for sound control and the installation of ornamental landscaping along the highway right-of-way. Site planning, landscaping, and building configurations will be controlled by the City's Development Guidelines.

Policy 20: Entry Signs. The City will implement a program to coordinate signs along key entry ways into the City and to ensure acceptable design at entry ways to new subdivisions, per the City's Development Guidelines.

Policy 21: Other Signs. The location and design of signs will be controlled through standards in the Development Guidelines. The intent is to control the proliferation of off-site commercial signs and to ensure that on-premise signs avoid unsightliness and visual confusion.

OBJECTIVE 8: TO ACHIEVE A PEDESTRIAN ORIENTATION IN NEW NEIGHBORHOODS AND RESIDENTS' DEPENDENCE ON AUTOMOBILES. (SEE ALSO VISUAL QUALITY AND COMMUNITY CHARACTER GOAL OF THE OPEN SPACE AND CONSERVATION ELEMENT -- CHAPTER VI.)

Policy 22: Development design should seek to reduce the visual perception of automobile domination. Design considerations include the location of garages relative to the "streetscape", the use of architectural features and landscaping to reduce the prominence of garages, the use of planting strips, street design, and the use of variable lot sizes and setbacks.

OBJECTIVE 9: TO PROVIDE OPEN SPACES IN NEW DEVELOPMENTS. A VARIETY OF LANDSCAPED AND OTHER OPEN SPACES SHOULD BE INCORPORATED INTO DEVELOPMENT DESIGNS TO MEET THE RECREATION NEEDS OF RESIDENTS AND WORKERS, FOR VISUAL RELIEF AND TO PRESERVE IMPORTANT NATURAL HABITATS. (SEE ALSO VISUAL QUALITY AND COMMUNITY CHARACTER GOAL.)

Policy 23: Natural Open Spaces. New development shall preserve significant natural resources as open space and contain open space for recreational enjoyment. The kinds and significance of resources present and the degree of preservation that is feasible shall be reviewed and determined on a case-by-case basis, through the development review process. A Planned Unit Development permit may be required where significant natural features are found to exist on site. (See also Policy 14 of this Chapter, Land Use Policy 2, and Open Space and Conservation Policy 13.)

OBJECTIVE 10: TO ASSURE THAT A HIGH QUALITY OF NEIGHBORHOOD APPEARANCE IS MAINTAINED.

Policy 23: Regulation of Visual Clutter. The City will regulate the location of recreational vehicles, motorhomes, campers, satellite dishes, aerial antennae, and other movable equipment that may distract from the visual quality of neighborhoods.

CHAPTER IV

LAND USE ELEMENT

Introduction

The Land Use Element consists of a set of policy statements, implementation measures, and descriptive text. Accompanying the General Plan is a Land Use Map, which illustrates the requirements of the Element. The Land Use Map shows the approximate location of the several land use categories that are described in the text. The Map also notes any special requirements that may apply to various sites in the City (such as areas subject to the requirements of a specific plan, a planned unit development permit, or other type of development agreement). The general distribution of land use by category is shown in Table IV-1.

Residential Land Use

Because of the effects of subdivision activity since 1975, the majority of land within the planning area east of Marina Boulevard is devoted to residential (primarily single family) land use. Multifamily residential and commercial land uses are concentrated along Sunset Avenue, Highway 12, and Railroad Avenue. The area east of Marina Boulevard encompasses approximately 1,940 acres north of Highway 12 and Scandia Road. Of this total, 410 acres lies east of Walters Road and north of Scandia Road in Peterson Ranch. Another 470 acres is within the unincorporated Tolenas Area.

Commercial Land Use

Suisun City possesses several positive characteristics for expanding and attracting job-creating commercial operations oriented toward larger sub-regional and regional markets, as well as the immediate community. The implementation of the Downtown/Waterfront Specific Plan will enhance the City's attraction to visitors and stimulate water- and tourist-oriented commercial uses. The location of commercially-designated property adjacent to a state highway and a railroad line also creates opportunities to attract industries for which the transportation of goods is an important consideration. The City also hopes to attract additional office and regional retail uses.

Table IV-1
GENERAL DISTRIBUTION OF LAND USE
PROJECTED BY THE GENERAL PLAN

(Within City's Sphere-of-Influence)

<u>Land Use Category¹</u>	<u>Net Acreage (approx.)</u>	<u>% of Total</u>	<u>Net Acres in Reserve Status</u>
A. Residential			
1. Rural	450	14.9	
2. Low (Including DW)	1625	53.8	
3. Medium (Including DW)	210	7.0	
4. High	65	2.1	
Subtotal	2350	77.8	0
B. Commercial/Industrial			
1. Downtown Waterfront	35	1.2	
2. General Commercial	195	6.5	
3. Service Commercial	150	5.0	150
4. Business Park/Ind.	135	4.4	400
Subtotal	515	17.1	550
D. Public			
1. Public Schools	50	1.7	
2. Govt. office-civic corporation yard	10	0.3	
3. Parks and Rec ²	95	3.1	
Subtotal	155	5.1	0
TOTALS	3020	100.0	550

¹Does not include area in arterial streets, railroads, flood control channels, the Marsh Protection District, and other open space unrelated to urban use.

²Further park/recreation facilities not yet sited are included in other land use categories.

Industrial Land Use

Opportunities for attracting substantial new industrial development are limited by the amount of land available in relation to highway and rail transportation facilities. Industrial proposals of the Plan, therefore, focus on lands along the railroad and north of Cordelia Road west of Old Town, lands in the vicinity of Scandia Road and Highway 12, and lands adjacent to Travis Air Force Base. This General Plan designates larger parcels suitable for industrial development for business park use, which would contain a mixture of commercial and light industrial land uses as described in Policy 15. A separate limited industrial designation is retained for smaller parcels.

Residential, Commercial, and Industrial Reserves

Reserve areas for these use categories are shown on the General Plan Diagram at the southeast portion of the current Sphere of Influence. The term "reserve" is intended to place lands so designated in a holding status, to be considered for development at such time that they may be needed for urban expansion. Generally, lands held in reserve would have a lower priority than other undeveloped lands designated for various uses. The development of lands designated as "reserves" will depend on availability of urban services and transportation facilities, environmental factors and compatibility of development proposals with the Travis Airport Land Use Plan (ALUP). In the meantime, Reserve areas will remain in open space uses and are subject to the jurisdiction of Solano County until such time as annexation may occur. The lands designated in the reserve categories were previously designated as such by the 1979 General Plan.

Reserve status is not intended to place affected lands in a state where development could not take place until all other lands intended for the same use are developed. Each reserve area should be reviewed on its own merits as to timing and staging of development in relation to the City's ability to provide essential services and the appropriateness of annexation.

Public, Semi-Public, and Private Institutional Land Use

This broad category of land use includes educational facilities, government offices and services, libraries, medical and health services, religious institutions, and parks and recreation facilities.

Land Use Element Text and Map

The Land Use Element consists of a set of policy statements, implementation measures, and descriptive text. Accompanying the General Plan is a Land Use Map, which illustrates the requirements of the Element. The Land Use Map shows the approximate location of the several land use categories that are described in the text. The Map also notes any special requirements that may apply to various sites in the City (such as areas subject to the requirements of a specific plan, a planned development agreement, or other type of development agreement).

A. General Land Use Goal

To provide for a balance of land uses to meet the basic needs of the City's residents and workers and to achieve the desired community character articulated by this General Plan.

OBJECTIVE 1: THE CITY WILL SET FORTH A CLASSIFICATION OF LAND USES AND GENERAL STANDARDS FOR DEVELOPMENT THAT CAN ACHIEVE THE PHYSICAL, SOCIAL, ECONOMIC, VISUAL DESIGN, AND ENVIRONMENTAL GOALS OF THIS GENERAL PLAN.

Policies

Policy 1: Classification of Land Uses. The General Plan will define several classes of land uses for residences, commerce, industry, open space, recreation, community services and facilities, and quasi-public institutions that will meet the needs of the community.

Policy 2: Planned Development Policy-General. Although the General Plan sets forth classifications of land uses with general development standards, as described below, the City desires to encourage innovative development solutions to Suisun City's development needs. To foster creativity in the development process, the City will allow departures from the strict application of the General Plan and zoning if this would achieve a superior result. Such departures would be approved to achieve the following purposes:

- To allow a variety of site configurations, lot sizes, and building orientations, so long as the overall density/building intensity otherwise allowed is not increased;

- To protect environmentally sensitive or desirable natural features found on the site;
- To cluster development on a portion of a site to protect environmentally sensitive features of the remaining portion;
- To cluster development on a portion of a site which can only be partly developed because of restrictions under the Travis AFB Airport Land Use Plan;
- To allow for a mixing of land uses that are integrated into a comprehensive development plan for a site.

Discussion. *In exchange for providing developers with flexibility in development design, the City expects to be provided with a greater level of detail and assurance during the development review process regarding site design, the types and locations of land uses, and development quality. The trade-off between greater development flexibility and higher quality of design can be achieved in one of two ways: through a planned unit development permit process or a specific plan. Specific plans are addressed under Policy 4 below.*

Planned unit developments are most appropriate for smaller and medium-sized sites, sites where there will be one or a few land uses, and where the principal objective is to allow flexibility in site design and building configuration without having to rezone property to meet the special requirements of the individual development. To assure that a proposed development meets the objectives of the General Plan, the City will require an applicant to submit a plot plan, a landscaping plan, schematic drawings, environmental documentation, and other necessary supporting documentation. Planned Unit Development proposals will require Planning Commission and City Council review, because the decision to approve such a development represents a departure from the strict interpretation of the General Plan and Zoning Ordinance requirements.

Policy 3: Planned Development Policy for Commercial and Industrial Sites. Because the remaining undeveloped general community commercial and commercial service sites are relatively small and surrounded by existing development, their development is essentially "infill" in nature. To assure that the development of these sites is sensitive to adjacent land uses, the City may require a planned unit development permit for these parcels. This policy does not apply to commercial parcels in the Downtown/Waterfront Specific Plan area. Parcel size, location, proposed land uses, and surrounding land uses will be factors the City will consider in determining whether a planned unit development permit will be required. This is a discretionary decision by the City on a case-by-case basis.

Policy 4: Specific Plans. Specific plans are most appropriate for larger sites in which a developer proposes a mixture of land uses and whenever complex planning considerations exist which could not be adequately addressed through traditional zoning and development review processes. Specific Plans bridge the gap between the standards of the General Plan and the detailed requirements of the Zoning Ordinance. As such, they address each subject matters of the General Plan as applicable to the specific plan area, but with more detailed development standards.

B. Residential Goal

To accommodate a variety of housing types consistent with the environmental goals of Suisun City and to focus City efforts on the redevelopment and preservation of residential neighborhoods.

OBJECTIVE 1: To ESTABLISH PERMITTED TYPES OF RESIDENTIAL USES, POPULATION DENSITY, AND BUILDING INTENSITY STANDARDS THAT WILL ALLOW THE CITY TO MEET THE HOUSING NEEDS OF ALL SEGMENTS OF THE POPULATION THROUGH THE YEAR 2000.

Policies

Policy 5: The City should plan for a resident population of approximately 32,000 persons, plus or minus ten percent, by the year 2000.

Policy 6: Although the City should remain a predominantly single-family community, residential land use policies should ensure that a sufficient variety of housing can be constructed in Suisun City to meet the needs of all segments of its residents.

Policy 7: Planned Unit Development (PUD) agreements or specific plans will be required for developments which involve special design considerations, infill projects which require sensitivity to surrounding land uses, developments which propose mixes of land uses, and developments which propose densities that are substantially higher than surrounding developments in the same land use classification.

Policy 8: Regardless of the applicable density standards, any combination of housing types may be permitted as long as the average number of housing units for the density category involved is not exceeded, and as long as such mixture is made compatible with surrounding areas through good site planning, architectural design, landscaping, and provision of adequate open space. Conversely, the maximum density theoretically allowed by each category will not necessarily be approved, or even be achievable. The actual density at which development occurs will depend on the physical constraints inherent in the property, the design creativity exhibited by the development, and the need to meet landscaping, parking and other requirements that apply independently of the allowed building density. In no case will adherence to the City's design guidelines be waived or exempted so that a particular development can realize

a density closer to the theoretical maximum. The intent is to achieve the optimum, not the maximum density for any site or project.

Policy 9: As required by state law, the maximum density otherwise permitted by Policy 7 may be increased by at least 25 percent if twenty percent of the dwelling units will be affordable to households earning no more than 80 percent of the median Solano County income, or if at least ten percent of the units are affordable to households earning no more than 50 percent of the Solano County median income. A planned unit development permit will be required for such projects to ensure that the higher density meets city objectives for design quality as espoused in the Development Guidelines. Mechanisms that assure the long term affordability of the low and moderate income units will be required as a condition for granting any density bonus.

Policy 10: Within residential districts, land uses that have historically been located in residential neighborhoods and which, by design, can be made compatible with the purpose and character of the residential classification should continue to be allowed. These other land uses include, but are not limited to, small day care facilities for children, group and residential care homes of six or fewer persons, schools, and parks. Other land uses, such as churches, second units, mobilehome parks, and day care and group homes for more than six persons, may be allowed in residential neighborhoods through a conditional permit process.

Policy 11: Peterson Ranch. Because of the unique characteristics of the Peterson Ranch property and its strategic importance to the City to fulfill several critical needs specified in this General Plan, the Peterson Ranch shall be developed under the Planned Unit Development process. Further, a development agreement shall be required to ensure that critical land use, housing, and public facilities objectives are met. (See also Chapter III, Community Character Element, Policies 6 and 16; and Chapter VII, Community Facilities Element, Policies 6 and 7.)

Discussion: *The Peterson Ranch has several unique characteristics that make it especially crucial that this property is carefully developed and warrants the above restrictions:*

- *It is the last major parcel within the present Sphere of Influence that is not already developed or irrevocably committed to a particular land use pattern and development plan;*

- *It is the only remaining parcel that contains significant natural resources, including mature trees, sloping topography and a drainage way containing riparian habitat;*
- *It is located on one of the key entry corridors into the city, as identified by the Community Character Element;*
- *It is the last large parcel available for residential development; therefore, it is crucial that the development of this property contain a portion of housing affordable to all income groups, in order to meet the objectives identified in the Housing Element; and*
- *It has been identified as the only feasible location within the planning area for a future middle school site, as discussed in the Community Facilities Element.*

Policy 12: The following density and land use intensity standards shall apply Citywide:

- a) Rural Residential Density.** The purpose of this classification is to allow large-lot residential development that provides residents with an opportunity to engage in small-scale agriculture and the raising of a limited number of farm animals. This designation is applies only to areas within the City's Sphere of Influence that are controlled by the County. County land use standards will apply.
- b) Low-Density.** The purpose of this classification is to promote home ownership and to allow single-family, detached dwelling units on lots of sufficient size for private recreational activities. Low density east of Walters Road reflects the potential for annexation north to the vicinity of East Tabor Avenue. The exact location and density of dwelling units that could be allowed in this area, however, will depend on the compatibility requirements of the Travis Air Force Base Comprehensive Airport Land Use Plan. Low-density residential development is appropriate for undeveloped lands within and adjacent to existing single-family neighborhoods, lands adjacent to rural residential areas, and areas where public facilities do not have the capacity to support higher intensity development.

The maximum density permitted under this designation is eight dwelling units per acre, although the average density that can be achieved will likely be between four and six dwelling units per acre (gross) after accounting for streets. The maximum population density,

based on a typical household size of 3.5 for single family dwelling units, would be 28 persons per acre, with the average density likely to be between 14 and 21 persons per acre. Building coverage should not exceed 40 percent of the land area in the low-density classification. Standards for building coverage will be established by the City's Development Guidelines. Buildings should generally not exceed two stories in height. (See also infill Policy 9 of Chapter II.)

- c) **Medium-Density.** The purpose of this classification is to promote ownership housing that is affordable to middle-income households, to others who desire ownership opportunities with less property to maintain, and to allow for rental housing at densities that are intermediate between single family neighborhoods and high density or commercial districts. Areas developed at medium density should be located in or near the Old Town area (in accordance with the Specific Plan), along arterial streets, adjacent to commercial land uses and public facilities, and as transitional areas between single family neighborhoods and high density residential or commercial land uses. Standards for building coverage will be established by the City's Development Guidelines. Buildings should not exceed two to three stories in height. (See also infill Policy 9 of Chapter II.)

Medium density residential uses adjacent to single family uses should be designed to protect the privacy of, and to reduce noise and visual impacts to, neighboring single family homes. The maximum density should be fifteen dwelling units per acre, although the average density would be ten to twelve dwelling units per acre (gross). Development at the maximum density would accommodate 45 persons per acre, assuming an average household size of three persons. Building coverage should not exceed fifty percent of the land area.

- d) **High Density.** The purpose of this classification is to allow rental housing, typically characterized by garden apartments, that is affordable to all households at a density that is consistent with the overall low-density character of Suisun City. High density residential development is appropriate along arterial streets, adjacent to medium density residential uses, adjacent to commercial land uses, and in other areas where sufficient buffering can be provided to mitigate off-site visual and noise impacts.

Any high density residential land use adjacent to single family homes should be designed to protect the privacy of, and to reduce noise and visual impacts to, neighboring single family homes. The design character of such projects should seek to reduce the perception of high density and to be visually compatible with lower density land uses (according to the City's development design guidelines). The maximum

dwelling unit density should be 21 dwelling units per acre, although the average density would more likely be 18 dwelling units per acre (gross). This density translates to a population density of 53 persons per acre, assuming an average household size of 2.5 persons. Standards for building coverage will be established by the City's Development Guidelines. Buildings should not exceed two to three stories in height. (See also infill Policy 9 of Chapter II.)

- e) **Historic Residential.** The purpose of this classification is to preserve and enhance the existing residential neighborhood in Old Town that contains a substantial number of historic single family dwelling units. Because dwelling units in this area were constructed prior to modern building and subdivision standards, lot sizes are often smaller than permitted in the low-density classification, and lot coverage and development characteristics may be different than would be expected in a present-day residential development. The Downtown/Waterfront Specific Plan implements the intent of this policy. The Specific Plan recognizes and seeks to preserve the unique character of this part of Suisun City. Residential densities will vary according to the provisions of the Specific Plan.

All development standards in this district will be governed by the requirements of the Specific Plan, which implements the policies of the General Plan through more specific land use and design regulations.

- f) **Waterfront Residential.** See Commercial and Waterfront Land Use Policies.

C. Commercial Goal

To expand job-creating activities needed to support population growth, construction, and the delivery of public services. Opportunities for improving the economic base should be pursued.

OBJECTIVE 1: TO ESTABLISH A RANGE OF COMMERCIAL DISTRICTS, WITH APPROPRIATE POPULATION DENSITY AND BUILDING INTENSITY STANDARDS, THAT WILL PROVIDE A FULL RANGE OF COMMERCIAL SERVICES FOR CITY RESIDENTS, PROVIDE FOR COMMERCIAL USES THAT ARE COMPATIBLE WITH THE HISTORIC AND WATERFRONT CHARACTER OF OLD TOWN, INCREASE EMPLOYMENT OPPORTUNITIES, ENHANCE THE CITY'S ECONOMIC BASE.

Discussion. *State law requires that the Land Use Element of a General Plan contain a statement of the standards for population density and building intensity. In commercial zones, a common method of establishing a standard for building intensity is called "Floor Area Ratio", abbreviated "FAR". Floor area ratio is a measure of the relationship between the floor area of a building and the area of the parcel of land on which it is located. The Land Use Element uses the concept of floor area ratio to define the typical and average building intensities that the City desires for the commercial categories. The zoning code, Specific Plan, and Development Guidelines will ensure that development complies with these FAR standards through lot coverage, setback, landscaping, parking, building height, and other requirements that have the effect of restricting development to the FAR ranges set forth in this part of the Land Use Element.*

Policies

Policy 13: Suisun City's Commercial Needs. The City seeks to attract a variety of non-residential land uses. The City's commercial needs will be of three general types, and the General Plan establishes land use classifications accordingly (see Policies C-1.2, C-1.3, and C-1.4). These three general types of commercial land uses are shown below. The purpose of these categories is to segregate commercial uses based on function and the level of impact, with those commercial land uses most compatible with residential development and providing goods and services to residences being located adjacent to residential neighborhoods. Other commercial uses are designated for areas which can be

isolated from residential neighborhoods by location and site design. The three commercial categories are:

- Retail and service commercial centers serving the several neighborhoods in Suisun City,
- Regional serving commercial land uses oriented to access along arterial streets or Highway 12, and
- Business parks containing a mixture of land uses involving light manufacturing, assembly of components for finished products, sales/business offices, storage, and distribution.

The City's Zoning Ordinance will be the primary means of implementing the population density and building intensity standards in this section of the General Plan.

Policy 14: General Community Commercial. The purpose of this designation is to allow multi-acre planned commercial developments that contain retail, personal and business services, and/or office uses intended to serve the entire City. The location of such uses is generally dependent on access to arterial streets. General commercial land uses located adjacent to residential uses should have proper screening and site design to minimize noise and other land use conflicts. The site and building design of these uses should enhance the character of Suisun City. (See Chapter II, Goal B regarding community character)

Examples of current and anticipated land uses are: convenience goods and personal services, soft goods, large variety stores and/or junior department stores, supermarkets, general merchandise discount department stores, restaurants, theaters, business and professional offices, banking and other financial institutions, and similar uses.

Two existing retail and office centers that have been developed under this classification are at the intersection of Highway 12 and Sunset Avenue and at Highway 12 and Marina Boulevard. These sites include approximately 100 acres of commercial use for convenience goods, shopping goods, personal and household services. The north side of this area, Suisun Commercial Center PUD, contains approximately 70 acres. The south side, approximately 30 acres, is partly developed with the Marina Shopping Center and a mobilehome park.

Buildings in the General Commercial classification should be a maximum of three stories. The maximum coverage of buildings and paved surfaces (including parking) should be no more than 80 percent of the land area, and

the maximum floor area ratio should be 1.0. The average FAR is more likely to be 0.35 when parking and landscaping requirements are considered. At this building intensity, the maximum worker density would range from 40 to 175 persons per acre, depending on the types of land uses, with the average worker density ranging from 15 to 60 workers per acre. The maximum building intensity could only be achieved with a three story building and underground or multi-story parking.

Policy 15. Service Commercial. The purpose of this classification is to allow for a broader range of commercial land uses than would otherwise be permitted in the general community commercial areas. Businesses locating within this class of land use would typically provide services to a market area that includes the entire city and areas beyond the city limits. Parcels designated for this land use located at City entry ways must be compatible with entry design features according to the policies under Objective 7 of Chapter III. Sites designated for this land use may contain businesses that typically produce noise, require outside lighting, or have other impacts that might be incompatible with residential neighborhoods. For this reason, Commercial Service sites are designated so that these impacts can be appropriately mitigated.

The types of commercial services that are appropriate for this classification involve vehicular or machinery repair and related services, the storage of equipment or materials, the overnight storage of vehicles, access to railroad or truck transport, the boarding of animals and similar uses, in addition to those uses allowed by the General Commercial classification. This land use classification is appropriately located along arterial streets and the Southern Pacific Railroad. Service commercial land uses located adjacent to residential uses should have proper screening and site design to minimize noise and other land use conflicts. The wide range of commercial, wholesale, and limited industrial uses allowed by this designation would result in an expected range of floor area ratios from 0.25 to 0.5, with an average of 0.4. These uses would result in employee densities of 12 - 40 per acre.

- a) Lands along Scandia Road east of Walters Road pose significant opportunities for attracting service commercial uses listed above. Those use which could visually impact adjacent residential neighborhoods or create noise or lighting impacts would require buffering and other site design features to mitigate those impacts.
- b) Service commercial uses along Railroad Avenue are intended to cater primarily to household services. Examples include utility and repair services (plumbing, heating, air conditioning, major appliance repair, auto repair, do-it-yourself center, landscape contracting and nursery, etc.), and mini-storage facilities to serve households and small businesses. Other land uses listed above may be appropriate provided that mitigation measures are incorporated into project design to reduce impacts on nearby residential land uses.

D. Downtown/Waterfront Commercial Goals

To preserve and enhance the Old Town area of the community, the historic character of commercial and residential buildings, and to ensure that the conversion of residential uses to commercial uses maintains the historic quality of residential buildings.

To focus the redevelopment of downtown on the Suisun Channel, and the water-oriented opportunities that the Channel presents, through the guidance provided by the Specific Plan for the downtown area.

OBJECTIVE 1: TO IMPLEMENT THE DOWNTOWN/WATERFRONT SPECIFIC PLAN PROVISIONS FOR COMMERCIAL USES IN OLD TOWN SO THAT THE PRESERVATION/REDEVELOPMENT OF OLD TOWN WILL BE COMPLETED BY THE YEAR 2000.

Policy

Policy 16: Downtown Commercial and Waterfront District Policy. The purposes of commercial classifications within the Specific Plan area are to preserve the historic buildings in the old central business district of Suisun City and to encourage new commercial uses consistent with these historic businesses and the waterfront bordering the Suisun Slough. Land uses permitted in this district must meet the development standards of the Downtown/Waterfront Specific Plan. The waterfront represents a unique opportunity to unify the City's central business district, the natural features of waterways and wetlands associated with the Slough, water-oriented commercial and recreational land uses, and residential land uses. Because this classification is intended to combine a number of land uses, each focusing on the Slough, there is no one population density or building intensity standard that can be applied to this classification. A specific plan for the Downtown area contains detailed development standards to implement the intent of this classification.

The Specific Plan sets forth several categories of commercial land use:

- **Main Street Commercial**, the purpose of which is to preserve and enhance the mix of retail, specialty, and related uses traditionally found within the older, central retail districts of small cities;
- **Waterfront Commercial**, the purpose of which is to accommodate both retail uses associated with the Main Street Commercial district and commercial uses serving the marina and boat owners;

- **Waterfront Service**, the purpose of which is to commercial service-type uses oriented to waterfront users;
- **Historic Limited Commercial**, the purpose of which is to regulate the conversion of residential uses in historic buildings to commercial uses south of Town Square.
- **North Main Street Mixed Commercial**, the purpose of which is to allow a mix of business and professional offices, retail commercial, restaurants, and a hotel;
- **Commercial Service**, the purpose of which is to allow the continued operation of a number of wholesale, retail, automotive, and office uses located west of Main street that are consistent with the City's CS zone but which are expected to evolve into a mixed-retail area; and
- **General Commercial**, which corresponds to the City's General Commercial zoning.

The uses allowed in these districts are based on their relationship to the original historic business district along Main Street, the waterfront, the Southern Pacific Railroad, and the residential neighborhoods on the east side of the Slough.

For typical buildings in the Downtown area, the building intensity would not likely exceed 1.5 floor area ratio (calculated as total building square feet divided by the lot area), with an average density in the range of 0.5 to 0.75 FAR. At that intensity, the maximum daytime population density (workers) would be between 125 and 220 persons per acre, depending on the type of use, with an average worker density of between 65 and 155 per acre.

E. Industrial Goal

To allow for a mixture of environmentally sensitive industrial land uses that would rely on their proximity to the Southern Pacific Railroad, Travis Air Force Base, and arterial roads.

OBJECTIVE 1: TO DESIGNATE AREAS THAT ARE APPROPRIATE FOR A MIXTURE OF MANUFACTURING, COMMERCIAL STORAGE AND DISTRIBUTION, AND TRANSPORTATION-RELATED LAND USES THAT CAN TAKE ADVANTAGE OF TRANSPORTATION ACCESS TO THE SOUTHERN PACIFIC RAILROAD LINE, HIGHWAY 12, AND ARTERIAL ROADS BORDERING SUISUN CITY.

Policies

Policy 17: Location of Industrial Land Uses. Industrial uses are allowed in the Commercial Service and Business Park land use designations in addition to industrial designations. Industrial uses allowed in commercial and business park development will be those that can meet design and external impact standards for compatibility with commercial and business park developments. Individual parcels that are not a part of a larger site and are not suitable for business park development may also be appropriate for industrial designation.

Policy 18: Business Park. This land use classification is intended for large tracts of undeveloped land in which heavy commercial and light industrial land uses can be located in planned developments with a campus-like appearance. These are uses that typically involve large equipment, machinery, and/or vehicles; the storage of goods and materials; some manufacturing and processing of goods and materials; and office functions related to the above uses. Other commercial use are permitted as well, since this commercial designation is based on performance rather than use standards. The land uses appropriate for this classification involve the processing of materials for finished goods, light equipment assembly, warehousing, the use of small-scale equipment and machinery, research laboratories, commercial offices associated with the above uses, and similar uses which do not involve substantial emissions of air pollutants or objectionable odors. A typical mix of Business Park uses would result in a range of 0.25 to 0.6 floor area ratio, with an average of .4 expected. The types of uses and development intensities allowed would generate 15 to 60 employees per acre.

Discussion: *Industrial-designated lands are intended to accommodate operations which are of relatively low intensity and of "clean" character. Industries which might involve nuisances, danger from fire, explosion,*

and other hazards to public safety would be strictly regulated or prohibited. The intent of this classification is to encourage predominantly low-profile, one and two-story uses such as manufacturing, materials storage, materials distribution, and processing of materials, with some mixing of other commercial land uses, such as offices, retail, and wholesale establishments. Multistory buildings (three or more stories) may also be allowed in conjunction with lower-density land uses.

No absolute limitation on height or building intensity is proposed in this district so as not to limit industrial requirements for appurtenant buildings and structures. Land uses and building heights would have to be consistent with the Travis Air Force Base Comprehensive Airport Land Use Plan, however. The City will require landscaping and open space areas to achieve a campus-like setting.

Opportunities for attracting heavy commercial and light industrial development are limited by the amount of land available in relation to highway and rail transportation facilities. The most appropriate locations for commercial and industrial land uses in this classification are primarily outside the City limits but within Suisun City's Sphere of Influence:

- The area west of the Southern Pacific railroad line and south of Highway 12, with access to the Southern Pacific Railroad spur line, Pennsylvania Avenue, and Cordelia Road, and*
- The area between Highway 12 and Scandia Road, east of Walters Road, except for the area fronting directly on Walters Road, which is designated General Commercial.*

Because of the nature of proposed land uses and the requirement for relatively large sites in the Business Park classification, the most appropriate development process for this category is either the City's planned development process or the preparation of a specific plan. A separate plan should be prepared for each area assigned this classification. The City will determine on a case-by-case basis whether a planned development or specific plan approach is the most desirable prior to reviewing specific development proposals. In either case,

development can only proceed after a unified plan has been approved for all properties contained within an area under this land use classification.

Business park development proposals are to be conditioned to assure that the internal design of industrial sites are appropriate for such use, and that basic street and utility improvements are available during initial stages of development. The typical features of such development types are:

- Consistent external building design,*
- Internal building designs which allow multiple uses,*
- Low density (one or two-story) buildings,*
- Uniform landscaping plan for the entire area,*
- Large landscaped areas in a campus-like setting,*
- Uniform system of signs,*
- Gateway-type entrance to the development,*
- Internal parking and circulation plan,*
- Amenities for workers in the community (see also Policy 21 of the Community Facilities and Services Element),*
- Commercial uses serving employees within the development, and*
- Transportation management programs consistent with the Solano County Congestion Management Plan.*

Policy 19: Limited Industrial. The purpose of this classification is to allow for the siting of small scale and finished goods manufacturing uses, as well as some service commercial uses. This category is intended to accommodate operations which are of a relatively low intensity and "clean" character, distribution, storage and similar uses. Uses which require unscreened, outdoor materials or product storage. Sites that are appropriate for this category are suitable for limited industrial uses but are too small in size to be developed as business parks. Floor area ratios are expected to range from 0.2 to 0.6, with

an average of 0.4. Employee generation is expected to be from 10 to 30 per acre.

Policy 20: Gentry-Pierce Property. The Gentry-Pierce property, located south of Highway 12 and east of the Southern Pacific Railroad tracks, is appropriate for business park land uses and should be developed as such. The intersection of Pennsylvania Avenue and Highway 12 is also an appropriate for a retail commercial center because of its location at this key intersection and as part of the entryway to the development. The retail center would serve businesses and employees of the development as well as the community at large. For this reason, the area immediately adjacent to the intersection on both sides of Pennsylvania Ave. is designated General Commercial. The exact size and shape of the general commercial area will be determined through the development review process, but will not be less than 30 net acres. (Net area is defined as gross area less public right-of way dedicated for arterial streets and non-developable areas such as wetlands.)

Policy 21: Noise and Safety Standards. The design and operation of industrial facilities must be consistent with the City's Noise and Safety Element policies and address City requirements regarding the manufacture, emission, storage, or transportation of hazardous or toxic materials.

F. Public and Quasi-Public Land Use Goal

To allow necessary public, quasi-public, and private institutional uses in appropriate areas of the City.

OBJECTIVE 1: To establish locational and development criteria for education, recreation/service, religious, health, and other institutional land uses.

Policies

Policy 22: Private School Sites. The City will allow private schools to be located within a residential neighborhood so long as vehicular access to the site is along a collector or arterial street. The City will also require mitigation measures to address the impacts of such land uses on residential neighborhoods, including noise, lighting, traffic, and visual appearance. (See Policies 6-9 of the Community Facilities and Services Element for public school policy.)

Policy 23: Health Care Facilities. Medical and health care facilities (medical offices, hospitals, clinics, pharmacies, and rehabilitation centers) should be located in stable environments and in close proximity to each other, when possible. Such services should be accessible to the populations they serve by locating along arterial streets and close to public transit routes.

Policy 24: Religious Institutions. The location of churches and other places of worship should respect requirements for convenient access to and from residential neighborhoods and the need for an environment which is compatible with religious service functions. Places of worship will be allowed in residential neighborhoods provided that access to the site is from an arterial or collector street, and the site and building design are compatible with the surrounding neighborhood with respect to parking, traffic circulation, lighting, noise, and physical appearance. The City may allow steeples, bell towers and other customary religious appurtenances to exceed height limits otherwise imposed in residential neighborhoods if necessary to accommodate architectural features customarily associated with the religious land use.

Policy 25: Municipal Facilities and Private Utilities. The efficient and timely provision of municipal services and private utilities, particularly emergency services, is necessary for the well-being of Suisun City residents and workers. The location of various municipal facilities and private utilities must be based primarily on need and centrality, that is, the place that will be most effective, efficient, and timely for the people served.

The City may determine, from time to time, that buildings or structures housing various public services and private utilities must be located in residential neighborhoods to adequately serve City residents. If the City so determines, it will require mitigation measures to limit the impacts of such uses on surrounding residents. The City may amend its Development Guidelines to include standards for the siting of such land uses in residential areas.

G. Reserve Goal

To designate lands for future urban expansion outside the present City limits.

OBJECTIVE 1: TO ESTABLISH GENERAL USES OF LANDS WITHIN THE CITY'S SPHERE OF INFLUENCE WHICH WOULD BE APPROPRIATE FOR URBAN DEVELOPMENT IN THE LONG TERM BUT WHICH MAY NOT BE FEASIBLE UNTIL AFTER THE YEAR 2000 OR BEYOND.

Policies

Policy 26: Definition of Reserve Properties. Reserve areas for these use categories are shown on the General Plan Diagram. The term "reserve" is intended to place lands so designated in a holding status, to be considered for development at such time that they may be needed for urban expansion. Such lands generally have two characteristics that set them apart: they appear to be appropriate for uses for which there is an ample supply of other lands similarly designated within the planning area; and they are somewhat remote from the urban services needed to support development. These two factors combine to make the prospects for development uncertain in the near term. For these reasons, lands held in reserve would have a lower priority than other undeveloped lands designated for various uses.

Reserve status is not intended to place affected lands in a state where development could not take place until all other lands intended for the same use are developed. Each reserve area should be reviewed on its own merits as to timing and staging of development in relation to all relevant factors concerning the City's ability to provide essential services and the appropriateness of annexation.

Policy 27: Location of Urban Reserve Land. Lands north and south of Scandia Road and north of Highway 12 (outside the present City Limits) would be appropriate for reserve status for commercial and industrial use and also exhibit the characteristics described in Policy 25. Because of the uncertainty about the short term attractiveness of this area for development, there may be no proposals for annexation and development of this property until after the year 2000. For this reason, the City has designated this area as an urban reserve, to continue its present use for agriculture and open space but to recognize its potential for eventual urban development. If opportunities arise, active open space and/or park uses are also appropriate.

1" = 700'



LVBP DESIGNATION
CONTINUED TO SPHERE
OF INFLUENCE BOUNDARY



The City of Suisun City
701 CIVIC CENTER BOULEVARD SUISUN CITY, CALIFORNIA 94585

LAND USE MAP
Connerly & Assoc., Inc.

<ul style="list-style-type: none"> Suisun Marsh Protection District Ag-Open Space Rural Residential Res Low Density Res Med Density Res High Density 	<ul style="list-style-type: none"> General Commercial PUD Commercial Commercial Service 	<ul style="list-style-type: none"> Lim Indus/Business Park Lim Indus/Commer Service 	<ul style="list-style-type: none"> *** Entryway Overlay (See text) School Park M Proposed Middle School P Proposed Park (general area) Fairfield Streams Project
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CHAPTER V

CIRCULATION AND TRANSPORTATION ELEMENT

Purpose

The purpose of the Circulation Element is to provide a policy framework for the movement of people, goods, services, information, and materials. There are many ways in which this movement can occur, and the Circulation Element is much more than a vehicular transportation plan, therefore. The Element must address a range of circulation issues, including:

- Vehicular movement on streets and highways, including private automobiles, public transportation, and commercial vehicles;
- Vehicular parking in its relationship to travel;
- Bicycle circulation for recreation and work;
- Pedestrian circulation;
- Non-vehicular circulation of materials, such as through pipelines;
- Fixed-rail circulation for passengers and goods;
- Air transportation for passengers and goods; and
- Water transport of people and goods, both for recreational and non-recreational purposes.

The Circulation Element must address the physical, social, environmental, and economic aspects of transportation. The physical considerations of circulation are how the transportation system affects development patterns and what facilities are needed to support the circulation system (streets, transit facilities, parking, etc.).

Social considerations are those related to how people use the circulation system to travel, to whom are various parts of the system accessible (both physically and economically), and how the circulation system affects the daily schedule of residents' lives.

Environmental considerations are those related to air, noise, and water quality implications of the circulation system and the affects of the system on people's "quality of life" perceptions.

Economic considerations are those related to the relationship between circulation and economic activity and the costs of building and maintaining the system.

Not all of the issues listed above will be relevant or important to Suisun City. Air transportation, for example, is directly relevant to the City because there is a military airport adjacent the City. The proximity of Travis Air Force Base has land use implications for Suisun City. These implications are addressed in the Travis Air Force Base Land Use Compatibility Plan. Transportation links between Suisun City, Oakland and San Francisco airports are an important circulation consideration, but these are not directly relevant to the internal circulation system.

The City's circulation element must consider both internal and external circulation issues. Internal circulation issues address movement strictly within the City--that is, movement which originates and ends in the City. External circulation issues address movement between Suisun City and adjacent communities, sub-regional circulation within Solano County, and regional circulation in San Francisco Bay area.

Goals:

- 1. To develop a street and highway system which provides for both local and regional vehicular circulation needs while maintaining a level of service "E" on public streets wherever feasible. This level of service represents stable, high volume traffic flows.**
- 2. To ensure that the circulation system is adequate to accommodate the density and distribution of trips that would be generated from land uses allowed under the Land Use Element.**
- 3. To coordinate commercial vehicular circulation with other types of circulation to reduce conflicts and promote the movement of materials, goods, and services throughout the community.**
- 4. To provide opportunities for bicycle and pedestrian travel.**
- 5. To provide efficient and viable public transportation choices for all segments of the community, especially those for which private automobile transportation is not feasible.**

- 6. To increase opportunities for and access to regional public transportation, including passenger rail service, intercity bus service, commuter bus, rail and transit, and paratransit.**
- 7. To reestablish the Suisun Slough as a regional destination for both recreational and commercial water transportation activities.**

Existing Conditions

Streets and Highways. The City's urban form is basically lineal, spanning an east-west distance of approximately four miles. The pattern of streets and street circulation is heavily influenced by several factors:

- The triangular shape of the City created by the intersection of State Route 12 and the Southern Pacific Railroad tracks;
- The barriers that these two facilities create to north-south circulation;
- The separation of the Old Town and Marina areas of Suisun City from the remainder of the City as a consequence of the Suisun Slough and State Route 12; and
- The character of the City as a predominantly residential community--the circulation system is geared toward feeding commuter traffic onto State Route 12 and arterial streets that connect Suisun City with Fairfield.

As the only east-west route that connects the entire City with adjacent communities, State Route 12 is the dominant element in the City's circulation system. Because of the development that has occurred over the past decade both north and south of Highway 12, this route serves as both a major local arterial, connecting eastern Suisun City with the Old Town and Marina areas, and as a regional circulation route, connecting Suisun City with Fairfield, the remainder of Solano County, and the Bay region. State Route 12 is developed to a four-lane expressway standard west of Marina Boulevard to Interstate 80, and to a medium- to high-speed two-lane facility east of Marina Boulevard. Current average daily traffic (ADT) is estimated at 32,500.

Three arterial streets, Pennsylvania Avenue, Sunset Avenue, and Walters Road, provide the only direct north-south connections to Fairfield. Sunset Avenue and Walters Road connect those newer portion of the City east of Old Town and the Marina. Pennsylvania Avenue provides access north to Fairfield just west of the City, as does the Webster Jackson interchange. Marina Boulevard north of Route 12 is a four-lane facility. Other north-south streets

do not cross the Southern Pacific tracks, which forms the boundary between the cities of Fairfield and Suisun City, and are limited to functioning as residential collector streets.

Other east-west connections within the City include:

- Railroad Avenue, a designated arterial road from Tabor Avenue southwest to Marina Drive, and
- Pintail Drive, a residential collector street extending between Walters Road and Sunset Avenue. Consisting of approximately two miles, Pintail Drive functions as a major collector route serving the majority of the newer residential development in the City. It generally follows a parallel alignment to Route 12, approximately one-half mile to the north.

In addition to these east-west routes, Emperor Drive (north of Route 12) and Lawler Ranch Parkway (south of Route 12) serve as a collector street, providing a semi-circular route connecting residential neighborhoods in east Suisun City to Route 12.

Rail Transportation. The Southern Pacific Railroad tracks bound the City on the north and west. This line serves as both a freight and passenger line. The Southern Pacific route is used several times daily as an intercity freight line, and four-times daily to provide intercity passenger rail service (AMTRAK). AMTRAK makes two stops daily, one westbound morning stop, which ends in Oakland, and one eastbound afternoon stop (which terminates in Chicago). The Southern Pacific Depot in Old Town is a designated AMTRAK station and is also designated as a multi-modal transit facility intended to serve all of central Solano County. Several improvements have already been made to the station, including the addition of restrooms and the installation of a ticket machine. A companion Park-N-Ride facility is located on the east side of Main Street, across from the depot.

Public Transportation. Intercity bus service is currently provided by Greyhound Lines, located in a small facility in Fairfield, by BARTLink, which connects Fairfield with Vallejo, and CityLink, which connects Vacaville with Fairfield. These services are the only regional transit links serving the Fairfield-Suisun area. Once the Depot is rehabilitated, intercity bus service could serve Suisun City.

Both BARTLink and CityLink provide services at main transfer points for local bus service in Fairfield. Suisun City residents desiring to use these services would either have to use local bus service to Fairfield and transfer, or arrange

to pick up the BARTLink or CityLink bus directly. BartLink is available from 5:45 a.m. to 10:45 p.m. on workdays and CityLink is available from 7:15 a.m. to 6:17 p.m. on workdays. These services are provided under agreement with Fairfield's public transit system.

Public transit between Fairfield and Suisun City is provided by Fairfield/Suisun Transit Service (FTS). The bus runs hourly, serving 25 stops.

Paratransit and assisted transit for elderly and mobility impaired individuals is provided by Solano County E & H Transit. Users must make reservation 24 to 48 hours in advance. Transportation assistance for these groups is also provided under a subsidized taxicab program. Users pay for fifty percent of the costs of the service, with the remaining cost being paid by the City. Residents over 60 years of age and mobility-impaired individuals with a doctor's verification are eligible for this service.

Waterfront. Suisun Channel provides water access to Old Town and the Marina Village subdivision. The Channel is used by shallow-keeled recreation craft and oil barges. The Channel has not been well maintained over time and siltation greatly restricted is potential use. As part its plan to rehabilitate the waterfront and increase its potential use as a local recreational and regional waterway, the City has prepared a specific plan for the waterfront, which includes plans for dredging the Channel, adding additional boat slips, and developing water-oriented land uses in Old Town. There are presently 140 boat slips in Suisun Channel, at the Solano Yacht Club, Bayside Plaza, the Port Suisun Marina, and repair docks. The City also owns and operates a public boat launching ramp at the south end of Kellogg Street.

Vehicular Circulation System

Traffic Projections. The City has projected traffic volumes based on anticipated land uses using a traffic modeling program called TranPlan. Appendix A contains projected traffic volumes for arterial and collector streets in Suisun City. Levels-of-service will exceed the City's objective of LOS "C" on several street segments, and may exceed the level-of-service "E" objective in the Solano County Congestion Management Plan at one or two intersections.

Level-of-Service. Level-of-Service (LOS) qualitatively describes the operating conditions encountered on roadways. In brief, LOS ranks traffic operations based on the amount of traffic and the capacity of the roadway on a scale of "A" through "F". Level A represents free flow conditions while Level F

represents jammed or capacity conditions, with relatively long periods of waiting for the traffic ahead to move.

Roadway capacity, and thus the level of service, is influenced by a number of factors: the presence of on-street parking, the frequency or lack of traffic signals, the coordination of traffic signals, the number and frequency of side streets or driveways, pedestrian activity, the lack or presence of left-turn pockets, and driver familiarity with the area. The presence of these "friction factors" reduces the capacity of a roadway, which in turn reduces the level of service. A qualitative description of the level-of-service is provided in Table V-1:

Table V-1
LEVEL OF SERVICE DEFINITIONS

LOS Description

- A Relatively free-flow. No restrictions to vehicle maneuverability or speed. Very slight delay.
 - B Stable flow. Some slight reductions in maneuverability and speed. Vehicle platoons form. This is a suitable level of operation for rural design. Slight delay.
 - C Stable flow or operation. Higher volumes. More restrictions on maneuverability and speed. This level of operation is suitable for urban design purposes. Acceptable delay.
 - D Approaching unstable flow or operation. Queues develop. Little freedom to maneuver. Tolerable delays for short period.
 - E Unstable flow or operation. Low operating speed; momentary stoppages. This condition is not uncommon in peak hours. Congestion; less tolerable delay.
 - F Forced flow or operation. There are many stoppages. The highway acts as a vehicle storage area. Jammed.
-

Functional Classification of Streets. The functional classification of streets describes the road networks in terms of a hierarchy of performance that takes into consideration the type of trip, capacity and the adjacent land uses. Because the trip purpose and land use affect the capacity and function of a street, different design standards may be required for the same street classification. The four classifications are as follows:

1. Freeway/Expressway

Freeways are high speed/high capacity facilities serving regional travel needs. These are characterized by the elimination of all at-grade street crossings, with interchanges as the only access points. Pedestrian and bicycle travel are typically prohibited. Route 12 is a freeway west of Beck Avenue in Fairfield, to its connection with Interstate 80.

Expressways have slightly less restricted access and may have somewhat lower speeds, depending on the number of access points allowed. Crossover access is generally restricted to at least half-mile intervals, and only at signalized or grade-separated intersections. Direct access to commercial uses is also severely restricted. No direct access is allowed to residential uses. If pedestrian and/or bicycle access is allowed, lanes or sidewalks are provided to separate foot and bicycle traffic from motorized traffic. State Route 12 is classified as an expressway from Beck Avenue to Marina Boulevard and will become an expressway-level route in 1992 from Marina Boulevard to Walters Road.

2. Arterials

Arterial streets serve as the principal network for traffic flow; they connect areas of major traffic generation within the urban area and connect with the City of Fairfield, important county roads, and State Route 12. Arterial streets function primarily to carry crosstown traffic. Thus, they also provide for the collection and distribution of traffic to and from collector street which serve residential, commercial, and industrial areas. Direct access should be highly restricted. If designated for use by non-motorized modes of travel, separate sidewalks and bicycle lanes should be provided.

Existing arterial streets shown in Figure V-2 are:

Table V-2
ARTERIAL STREETS

East-West	North-South
Cordelia Road	Walters Road*
Existing Highway 12* (East of Walters Road)	Sunset Avenue
Railroad Avenue	Marina Boulevard (North of State Route 12)
East Tabor Avenue	Main Street
Scandia Road	Webster Street (in Fairfield)
Florida Street (East of Mulberry)	Pennsylvania Avenue (In Fairfield)

*These routes are designated in the Solano County Congestion Management Program as part of the county-wide roadway system. Walters Road is considered to be a "principal arterial".

Arterial streets are typically designed to carry from 4,500 to 25,000 vehicles per day, with a right-of-way varying from sixty feet to 100 feet. Curb-to-curb width will also vary with the width of rights-of-way. Median strips which provide for channelized traffic flow and landscaping may also be provided.

3. Collector Streets

Collector Streets provide for traffic movement between arterial and minor streets and for movement within and between neighborhoods and major activity centers; they also provide limited direct access to abutting property.

Existing collector streets shown in Table V-3 include:

Table V-3
COLLECTOR STREETS

East-West	North-South
Sacramento Street	Civic Center Boulevard
Louisiana Street	Marina Boulevard (South of State Route 12)
Florida Street (West of Mulberry Street)	Village Drive
Merganser Drive/Wigeon Way	Blossom Road
Pintail Drive	Worley Road
Canvasback Drive	Humphrey Drive
Montebello Vista	Cackling Drive
Buena Vista Avenue	Fulmar Drive
Emperor Drive	Tolenas Avenue
Capistrano Drive	Woodlark Drive
Bella Vista Drive	Prosperity Lane
	Bluejay Drive
	Yosemite Way
	Lawler Ranch Parkway

Additional collector streets will be needed in those areas that are not yet fully developed. Collector streets typically carry from 500 to 7,500 vehicles per day, with rights-of-way varying from sixty to seventy feet and curb-to-curb width from 36 to 52 feet. Sidewalks are typically provided for pedestrian travel. Separate bicycle lanes may or may not be provided.

4. Local Streets

Local streets provide for access to abutting property and of localized traffic movements within residential areas. Local streets are typically designed to carry up to 500 vehicles per day, with fifty-foot rights-of-way and a minimum of 36 feet between curbs. This may be reduced where there are few lots fronting the street or where the development pattern justifies a lesser width. Sidewalks may or may not be provided for pedestrians.

FUTURE VEHICULAR TRAFFIC NEEDS, OBJECTIVE, AND POLICIES

The City's future vehicular circulation system needs are shown in on the Circulation Map, which reflects the objectives and policies described below.

OBJECTIVE 1: CONSTRUCT ROUTE 12 TO A FOUR-LANE EXPRESSWAY STANDARD TO WALTERS ROAD. ADD AN ADDITIONAL TWO-LANES WHEN CONDITIONS ON ANY SEGMENT EAST OF SUNSET AVENUE FALL BELOW LEVEL-OF-SERVICE 'E'. PROVIDE FOR THE LONG-TERM POSSIBILITY OF A GRADE SEPARATION AT SUNSET AVENUE.

A four-lane expressway standard is projected to provide a Level-of-Service "E" or better until the year 2000. An undercrossing at Sunset Avenue/Grizzly Island Road may be needed. Although this undercrossing would not be expected before 2000, future development should not physically preclude the possibility of constructing such a grade separation.

There will be a need to extend Walters Road south of Scandia Road to provide a direct connection with State Route 12. At present, Scandia Road provides the only connection to State Route 12 to the far eastern portion of Suisun City.

Policy 1. Require private development in Lawler Ranch to be set back a sufficient distance so as not to preclude a grade separation in the future.

Policy 2. Funding for the additional two lanes of State Route 12 should be provided locally so as to ensure that construction will take place when needed.

OBJECTIVE 2: COMPLETE THE ARTERIAL STREET SYSTEM AS SHOWN IN TABLE V-2 AND THE CIRCULATION MAP TO COINCIDE WITH TRAFFIC INCREASES, SUCH THAT A LEVEL-OF-SERVICE "C" OR BETTER CAN BE MAINTAINED, AND CONTINUE TO IMPLEMENT TRAFFIC MITIGATION MEASURES TO ACHIEVE THESE LEVELS OF SERVICE, INCLUDING THE ADOPTION OF A CAPITAL IMPROVEMENT PROGRAM, THE CHARGING OF TRAFFIC MITIGATION FEES, THE IMPLEMENTATION OF SUBDIVISION STREET STANDARDS, THE ADOPTION OF A BICYCLE CIRCULATION PLAN, THE SUPPORT OF A FAIRFIELD-SUISUN CITY INTERCITY BUS SERVICE, AND THE REHABILITATION OF THE DEPOT AS A MULTI-MODAL TRANSPORTATION CENTER.

Policy 3. Design standards and rights-of-way specifications shall apply to arterial streets as shown in Table V-5:

Table V-5
RIGHT-OF-WAY DESIGN STANDARDS

Location	Improvement Type	Right-of-Way Width
State Route 12 Marina to Walters	Expressway 6-lane with median	160
Cordelia Avenue	4-lane	84
South Railroad Avenue Route 12 to Blossom	4-lane with median	84/104
Railroad Avenue Village Drive to Tabor	3/4-lane	84/104
Walters Road to Tabor Avenue	4-lane with median	104
Marina Boulevard Florida to Railroad	4-lane	104
Pennsylvania/State Route 12 Interchange	N/A	As Needed
State Route 12/Sunset Grade Separation	N/A	As Needed

Policy 4. Arterial streets and traffic signals should be funded in large part through an Off-Site Improvement Program (OSSIP) fee levied against new development, with participation in the cost by adjacent property owners where applicable. In determining the amount of the fee, and the portion of the traffic improvement costs that should be borne each new development project, the City will consider the amount of traffic projected to be generated by the project in relation to existing traffic volumes and road capacities. Small projects, to be defined by the City, may be exempted from this policy.

Policy 5. Responsibility for providing State Route 12 improvements, arterial streets, collector streets, and traffic signals shall be as follows:

Table V-6
STREET IMPROVEMENT RESPONSIBILITIES

Route	Abutting Property Owner	City (OSSIP)	State
State Route 12	Dedication of All Rights-of-Way from center line	50% of Improvements Plus 2 additional lanes	50% of Improvements
Arterial	Dedication of all right-of-way and provision of all frontage improvements (curb, gutter, sidewalk, landscaping) and 24' paving on each side on which owner's property abuts	Remainder of paving and median improvement	N/A
Traffic Signal	N/A	100%	
Collectors	Property owner is responsible of all rights-of-way and improvement, except where no private undeveloped property abuts the proposed facility or a proposed facility. In such cases, the facility shall be funded through the OSSIP program, proportionately with the street frontage not abutting private undeveloped property.	N/A	N/A

Although a significant amount of traffic from Travis AFB and Fairfield use Railroad Avenue, Walters Road, and Sunset Avenue to reach Interstate 80 via Route 12, the amount of locally generated traffic projected for these streets would still require their improvement to arterial level of service.

Policy 6. Where an arterial street is needed prior to the development of the adjacent parcels, the City will create assessment districts and/or advance OSSIP funding to prevent existing levels of service from deteriorating.

Policy 7. Residential development along arterial streets will be required to back or side onto such arterial, including the waiver of access rights, and provision for screen fencing and landscaping between controlled points of access to the arterial. Such screening and landscaping should be consistent with the City's Development Guidelines for Site Planning and Architecture.

Policy 8. The spacing of access points to adjoining properties along arterial and collectors shall be controlled through the City's Site Plan and Architectural Review process, such that adequate access separation is maintained for safety and proper traffic flow.

Policy 9. Prosperity Lane is to be designated a collector street, not to be expanded beyond its current condition, between Bluejay Drive and Walters Road. No connection will be made between Bluejay Drive and Blossom Avenue.

Policy 10. Railroad Avenue shall be extended due east from Humphrey Drive to Olive Avenue and shall be upgraded to arterial standards in this area, as shown by the Circulation Map. Olive Avenue would become part of Railroad Avenue. The existing portion of Railroad Avenue between Humphrey Drive and East Tabor Avenue would be abandoned. The future alignment of the extension of Railroad Avenue would be determined in the future. The realignment of Railroad Avenue would be determined based on the least number of conflicts with the Southern Pacific Railroad line.

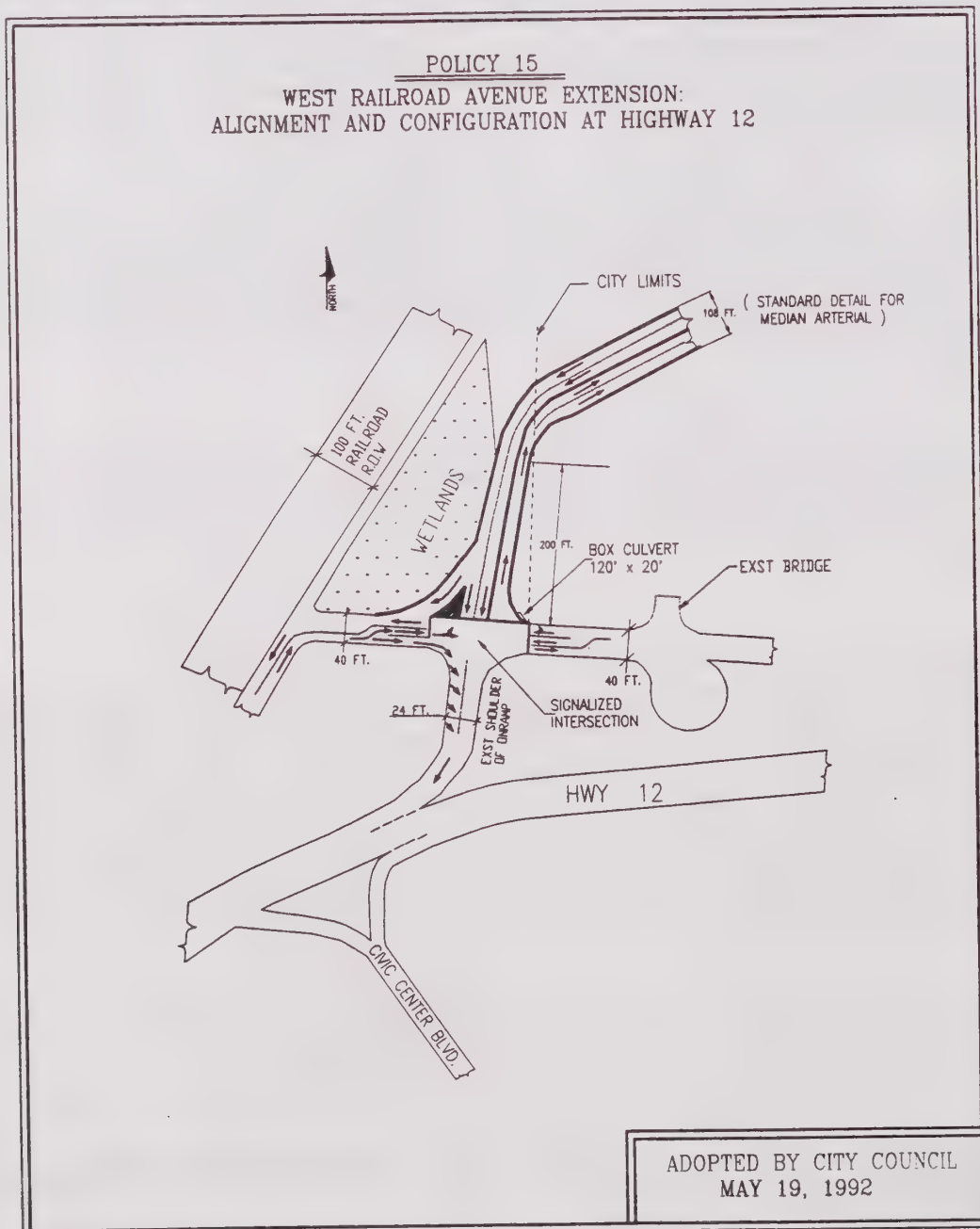
Policy 11. Marina Boulevard shall be upgraded to an arterial standard between State Route 12 and the extension of Florida Street.

Policy 12. Florida Street shall be extended to Marina Boulevard an upgraded to arterial standard.

Policy 13. Louisiana Street shall be upgraded to a collector street.

Policy 14. A by-pass arterial street shall be constructed in Old Town according to the provisions of the Downtown Specific Plan.

Policy 15. The southerly section of Railroad Avenue shall be aligned with the westbound on-ramp to Highway 12 to improve traffic flow and safety.



OBJECTIVE 3: COMPLETE THE COLLECTOR STREET SYSTEM SHOWN IN TABLE V-3 AND THE CIRCULATION MAP AS DEVELOPMENT OCCURS ADJACENT TO THESE PROPOSED STREETS AND AS NEEDED TO MAINTAIN THE GOAL OF LEVEL-OF-SERVICE "C".

Policy 16. Right-of-way and design standards for future collector streets may vary between sixty and seventy feet; the appropriate standard will be determined on a case-by-case basis through the Planned Unit Development, Site Plan Review, and Tentative Subdivision Map processes.

Policy 17. Where no developable property abuts proposed collectors, these shall be funded by OSSIP fees.

OBJECTIVE 4: PROVIDE SIGNALS AT APPROPRIATE INTERSECTIONS IN A TIMELY MANNER, TO PREVENT THE DETERIORATION OF SERVICE LEVELS.

Policy 18. Except on Route 12, signals shall be provided prior to meeting CalTrans warrants, if necessary to prevent deterioration of service levels.

Policy 19. All proposed traffic signals are to be funded through the OSSIP fee program, so as to ensure their construction when needed and to avoid deterioration of service levels while waiting for the adjacent property owner to develop or other funding to become available.

Policy 20. Traffic signals will be required at the following intersections in order to achieve the Level-of-Service "D" or better:

- | | |
|---|---------------------------------------|
| • Denverton Road at Highway 12 | • Walters Road at Highway 12 |
| • Scandia Way at Walters Road | • North Railroad Ave at Sunset Avenue |
| • Tabor Road at North Railroad Avenue | • Snow Drive at Grizzly Island Road |
| • Buena Vista Drive at Marina Boulevard | • Marina Boulevard at Railroad Avenue |

OBJECTIVE 5: CONSTRUCT BRIDGES WHERE NECESSARY TO ALLOW FUTURE ARTERIAL AND COLLECTORS TO CROSS THE FAIRFIELD STREAMS PROJECT CHANNEL.

Policy 21. Fund the construction of a bridge over the Channel for Prosperity Lane west of Blossom through the OSSIP fee, as adjacent properties are too small to bear the cost of such a bridge.

Policy 22. Require the construction of a full vehicular bridge over MCCoy Creek in the Lawler Ranch project. The developer of this property west of McCoy Creek shall be responsible for the full cost of the Facility.

Bicycle/Pedestrian Routes

There is, at present, a system of bicycle routes that vary from off-street bicycle paths to designated routes along streets. With the completion of the City's arterial and collector street system, the opportunity exists to designate additional bicycle and pedestrian circulation routes and to "fine-tune" existing routes. The construction of the Fairfield Streams Project also presents an opportunity to create additional off-street bicycle paths. The Bicycle/Pedestrian Circulation Map shows existing and proposed routes.

Commonly used route definitions and standards for bicycle circulation are provided by CalTrans:

Table V-7

CALTRANS BICYCLE ROUTE STANDARDS

<u>Type of Route</u>	<u>Description</u>
Class I	Entirely separated from street traffic (at least feet from curb), with four feet per lane on two-way facilities; if combined with pedestrian use, an additional two feet in width is necessary.
Class II	Striped, separate bike lane on the street surface; minimum width is six feet from the face of curb on each side of the street; or a five-foot striped lane on the inside of the parking area, where on-street parking is allowed. (NOTE: City standard for Class II bike route is for a striped land to the outside of the parking area.)
Class III	These are established along through routes likely to be used by bicyclists where a path or lane is not feasible. These also indicate a preferred route for bicyclists to use, such as a direct route to a school. Class III routes are established by placing Bike Route signs along the roadway.

The Circulation Map shows the future location and classification of various bikeways throughout the City. The only opportunities for Class I, off-street bike paths are along State Route 12, Lawler Ranch Parkway, the Gentry-Pierce area, Petersen Ranch, and portions of the Streams Project. Class II bike lanes area suggested for most arterial street segments (with parking prohibited), Blossom Avenue, Louisiana Avenue, Village Drive, and portions of Merganser, Pintail and Cordelia. Class III bicycle routes would be designated along most collector streets and those streets which lead directly to Class I or Class II bikeways. The purpose of these routes is to provide bicyclists with guidance on the most direct through routes to locations of interest or to Class I or II routes. Because of low traffic volumes, it is not necessary to designate local subdivision streets.

OBJECTIVE 6: ESTABLISH A BIKEWAY SYSTEM WHICH FOLLOWS ALL MAJOR ROUTES, ESPECIALLY CONNECTING LIKELY DESTINATIONS FOR BICYCLISTS.

Policy 23. The bicycle route system shall reinforce the purposes of bicycle travel: to provide a safe and relatively direct means of reaching schools parks, places of employment, and other destinations by bicycle; and to provide bicycling opportunities along scenic areas.

Policy 24. Street design of State Route 12 and Lawler Ranch Parkway.

Policy 25. Class I paths shall be provided within the Fairfield Streams Project right-of-way where both safety considerations and channel maintenance needs can be accommodated. An existing maintenance road can be paved to provide a bicycle route if additional fencing or other safety barriers can be provided to protect bicyclists yet permit maintenance functions.

Policy 26. Class II bike routes shall be striped on all existing and future arterial and collector streets where sufficient street width and/or parking restrictions exist. As new arterial streets are constructed, or collector streets upgraded to arterial streets, street design shall incorporate sufficient width for a bicycle lane on each side.

Policy 27. Class III bike routes shall be established on all existing collector streets where parking cannot be restricted and sufficient width does not exist to accommodate an additional six feet on each side. These routes should be established where major bicycle destinations occur or connections to critical segments of the system need to be provided. Where feasible, additional width

should be provided no new collectors, even though a full Class II path cannot be accommodated.

OBJECTIVE 7: DESIGNATE PEDESTRIAN ROUTES ALONG SCENIC AREAS. PEDESTRIAN ROUTES ALLOW PERSONS ON FOOT TO ENJOY THE ENVIRONMENTAL QUALITIES OF THE CITY.

Policy 28. The City shall designate off-street foot paths along environmentally important and scenic areas of the City to enhance recreational opportunities of the residents of Suisun City. These may be combined with Class I bike paths where sufficient width is provided.

To implement this policy, the City may require the dedication of public access pedestrian routes as a condition of subdivision approval or may secure easement rights to acquire such access.

Public Transit

OBJECTIVE 8: PROVIDE RESIDENTS WITH A VARIETY OF PUBLIC TRANSIT OPTIONS, BETTER FIXED ROUTE CONNECTIONS AND MORE FREQUENT SERVICE, AND PROVIDE A MORE COST-EFFECTIVE OPERATION OF THE TRANSIT SYSTEM.

The current transit providers are described above, and include a fixed route service, intercity bus links in Fairfield, paratransit on a reservation basis, subsidized taxicab service, and daily AMTRAK service. At present, links to regional transit are provided in Suisun City by BartLink and in Fairfield by CityLink.

Policy 29. Pursue the expansion of the City's fixed route bus service as new neighborhoods reach sufficient size and density to support expanded bus service. Ensure that transit service in Suisun City is adequate to meet the needs of the City's growing population.

Policy 30. Continue to pursue improvements in connections between local bus service in Suisun City and Fairfield and in regional public transit connections.

Policy 31. Pursue improved regional transportation links between Suisun City, other Solano County communities, and the San Francisco Bay area.

Policy 32. Seek funding from state and federal agencies for improved public transportation services.

Rail Transportation and Regional Transit Corridor Potential

The main line right-of-way of the Southern Pacific Railroad is a dominant feature of the City's urban form. It forms much of the boundary between Suisun City and Fairfield, and the frequency of rail traffic interrupts vehicle traffic on Cordelia Road and Sunset Avenue, causing delays on these arterial streets. West of Old Town, the Southern Pacific also provides rail access to and from areas of western Solano County and to Napa County. This branch provided important access to the industrial area shown on the Land Use Diagram, and to the Solano Business Park in the City of Fairfield.

These existing rail facilities will continue to be an important part of the regional transportation picture. While mainline facility expansion is not anticipated, some spur tracks may be required to serve the City's industrial areas.

The Southern Pacific Railroad line also offers the potential for accommodating a high speed mass transportation system between the Bay Area and Sacramento. Direct, high-speed service, to be called the "Capital Corridor" is expected to be available as early as 1992 between Sacramento and the Bay Area, and between Auburn and the Bay Area within the next few years.

The Depot has been designated as a future multi-modal transportation facility, and as such, will improve transportation links between Suisun City, Solano County, and the region. The Depot has also been designated by the Solano County Transportation Commission and the Metropolitan Transportation Commission as the location for the main AMTRAK stop. The Depot will be only Solano County stop on the Capitol Corridor line. By the upgrading of the Depot to a multi-modal facility will allow Suisun City to coordinate public transportation, paratransit services, carpooling and train service. The increased activity at the Depot will also provide additional interest in Old Town.

Rail transportation is just part of the expanding regional transportation system serving the Suisun City/Fairfield area. The eastbound intercity transit link (CityLink) will soon serve U. C. Davis, via Vacaville and Dixon, in

addition to Vacaville and Solano College. This eastbound service will include an express bus. The westbound regional link (Bartlink), available from the Depot, ties Suisun City and Fairfield to the El Cerrito Bart station and Vallejo. Finally, private intercity bus service is a potential user of the facility.

OBJECTIVE 9: ESTABLISH A MULTI-MODAL TRANSPORTATION FACILITY ENCOMPASSING THE SOUTHERN PACIFIC DEPOT AND SURROUNDING VICINITY.

Policy 33. Continue to pursue the establishment of a multi-modal transportation facility at the Main Street Depot through the Metropolitan Transportation Commission.

Policy 34. Encourage the relocation of the Greyhound bus terminal from Fairfield to the multi-modal facility.

Policy 35. Aggressively pursue funding for the facility from UMTA, TDA, CalTrans, and other sources.

Policy 36. Continue to encourage expanded rail transportation service at the Depot as part of the multi-modal transportation concept.

Water Transportation

The Suisun Slough Channel offers the only means of direct water access between the Suisun City-Fairfield area and the deep water channel in Suisun Bay and the Sacramento River. Suisun Slough has been important, historically, for the shipment of commercial cargo and for access to fishing water by commercial boats berthed in Suisun City. More recently, the Slough has provided important access for recreational boating activity, which continues to increase.

Suisun Slough continues to provide access to deep water for the boat building and repair services located along the Slough close to the historic Downtown. The Army Corps of Engineers has responsibility of maintaining the Slough as navigable waterway. The last dredging occurred in 1990.

Improved channel maintenance is essential for the continuation and enhancement of water-oriented commercial, industrial, and recreational activities. These activities are important to the local economy and reflect an

important part of the community's history. The Downtown/Waterfront Specific Plan proposes that additional berths be provided on the waterfront and to expand the potential for boat buildings and repair services. Critical to this goal is the dredging of additional areas where the new marina berths will be constructed. The City is presently acquiring the necessary state and federal permits to implement the Specific Plan.

Shoreline stabilization, better public access opportunities, and additional boat launching facility, and support facilities are also needed to make the waterfront viable.

OBJECTIVE 10: PROVIDE FOR ADDITIONAL PRIVATE BOAT BERTHS, PUBLIC ACCESS, AND SUPPORT FACILITIES ON THE WATERFRONT, SO THAT THE CITY'S AND REGION'S RESIDENTS MAY ENJOY WATER-ORIENTED RECREATIONAL AND COMMERCIAL OPPORTUNITIES ON SUISUN SLOUGH.

Policy 37. Use any eligible sources of local, state, and federal funding to accomplish the dredging, shoreline stabilization, public access, and recreational facilities construction. Local sources of funding include redevelopment tax increment funding, the creation of an assessment district, and park development funds. Other sources of funding include the State Coastal Conservancy, State Parkland Bond monies, and the Department of Boating and Waterways. The City has made use of these sources of funding in the past to construct waterway improvements.

OBJECTIVE 11: ESTABLISH TRAFFIC MITIGATION AND PARKING REQUIREMENTS TO IMPLEMENT LOCAL AND COUNTY TRAFFIC MITIGATION PROGRAMS.

Under the requirements of state law, local governments wishing to receive their share of increased motor vehicle fuel taxes must adopt traffic mitigation programs consistent with regional congestion management plans. A congestion management plan has been prepared by the Solano County Transportation Authority. This plan requires local governments to adopt traffic reduction measures, which could include a trip reduction ordinance; to require minor employers (25 to 99 employees) to provide information on public transit, carpools, and other alternatives to single-occupant vehicles; and to require major employers to develop a trip reduction plan.

Policy 38. Suisun City will adopt a trip reduction program, consistent with the Congestion Management Plan, setting forth measures that should be followed to achieve the trip reduction goals of the County's Congestion Management Plan.

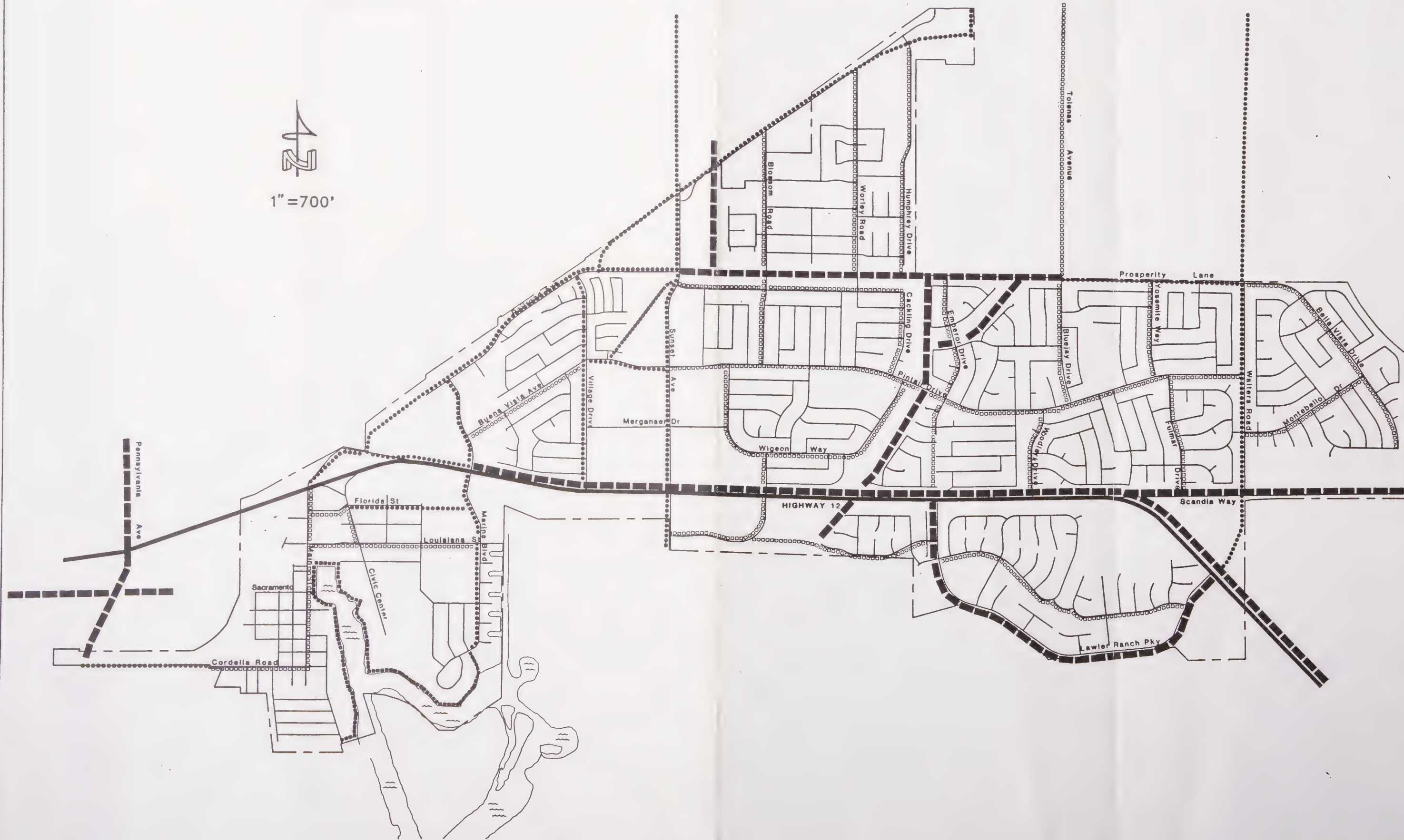
Policy 39. The City will monitor compliance with required trip reduction measures and reevaluate these measures if employers are not substantially complying or if trip reduction goals are not being met.

Policy 40. The City will evaluate its parking requirements to ensure that these requirements contribute the implementation of the Congestion Management Plan.

Policy 41. The City will periodically evaluate the need for additional or expanded park-and-ride lots to encourage the use of public transportation. If the need for an additional lot is identified in an undeveloped area of the City, the City will require that land be set aside for future acquisition for a park-and-ride lot.



1"=700'



The City of Suisun City

701 CIVIC CENTER BOULEVARD SUISUN CITY, CALIFORNIA 94585

BICYCLE AND PEDESTRIAN CIRCULATION MAP

- CLASS I
- CLASS II
- CLASS III
- WATERFRONT ACCESS/PEDESTRIAN PATH

DRAFT 10/18/91
Gennery & Assoc., Inc.

1"=700'



The City of Suisun City
 701 CIVIC CENTER BOULEVARD SUISUN CITY, CALIFORNIA 94585

CIRCULATION MAP			
EXPRESSWAY	ARTERIAL	COLLECTOR	RAILROAD
CURRENT	CURRENT	CURRENT	RAILROAD
PROPOSED	PROPOSED	PROPOSED	MULTI-MODAL DEPOT
			** PROPOSED INTERCHANGE IMPROVEMENT
			PROPOSED BRIDGE
			TRAFFIC SIGNALS
			* EXISTING
			☆ PROPOSED
Connerly & Assoc., Inc.			

CHAPTER VI

HOUSING

(Located in a separate document - Volume II)

CHAPTER VII

OPEN SPACE AND CONSERVATION

Introduction

The Open Space and Conservation Element combines two of the required elements of the General Plan: Open Space and Conservation. These two elements are combined because the preservation of open space is functionally related to the conservation of natural resources.

Conservation and Resources Management Issues

With gradual conversion of lower reaches of the Laurel and McCoy Creek watersheds north of Highway 12 to urban use, little wildlife and fish habitat remains within the planning area except in the vicinity of Suisun Slough and within the boundaries of the Suisun Marsh Protection District.

The Suisun Slough south of Old Town and Ledgewood Creek provide fish and wildlife habitat which is to be preserved. A wildlife observation park is designated for lands along the west side of Suisun Slough south of Old Town. This wetland area is to be preserved in as near a natural state as possible, with activity limited to wildlife observation, fishing, and walking via a single trail along the main channel of the Slough.

Another important environmental feature is Pierce Island, surrounded by Suisun Slough just south of Old Town. A portion of the Island is designated for the disposition of dredge spoils from the Suisun Slough while the remainder of the Island will be preserved as wetlands habitat.

Both the Suisun Slough and island environments described above were excluded from areas recommended as "areas necessary for protection of marsh quality" by the California Department of Fish and Game in studies leading toward delineation of the Suisun Marsh Protection District. They are, however, important to the people of Suisun City because they provide access to larger areas of the marsh and important open space areas close to Old Town.

With the exception of species discussed in the Downtown/Waterfront Specific Plan EIR, no rare or endangered species of plants or animals have been found within the city limits or other areas designated for urban expansion.

Environmental analyses for future developments will evaluate this issue in greater detail.

Geologic and Landscape Features

The planning area is virtually devoid of any notable geologic or landscape features, with the exception of the broad marshland areas south of Highway 12. The marshlands are preserved as part of the Suisun Marsh Protection District.

One notable exception to the generally flat landscape within the planning area is the Peterson Ranch. This property contains gently rolling hills, an undisturbed streambed with riparian habitat and stands of mature trees.

While outside of the planning area, the Portrero Hills to the southeast constitute a unique landform rising above the Suisun Marsh. These hills are protected under policies of the Solano County Resource Conservation and Open Space Plan and the Suisun Marsh Protection Act.

Archaeological and Historic Features

By the time that European settlers arrived in Central Solano County, a once substantial Indian presence had become extinct. As indicated in studies prepared by the Central Solano County Cultural Heritage Commission in 1977, there are no archaeologically sensitive sites within the areas proposed for urbanization on the General Plan Diagram. Archaeologically sensitive areas do lie within the Suisun Marsh Protection District south of Old Town, in the foothills north of Fairfield, and in the Cordelia area.

The Old Town area of Suisun City has retained its historic character even though substantial change has occurred. As a consequence, many residences and commercial buildings have been identified which are worthy of historic preservation. A complete inventory is described in Our Lasting Heritage, prepared by the Cultural Heritage Commission. Examples classified by the Commission as being exceptional or excellent include the Suisun-Fairfield Railroad Station, the Masonic Lodge, and the First Church of Christ Scientist. Some 41 structures have been identified, most of which are houses from the early days of settlement. The historic resources survey that was the basis for Our Lasting Heritage also categorized and documented the significance of every building then standing in Old Town. This survey was adopted as the basis for the City's Local Historic District under the Zoning Ordinance in 1988.

The historic character of Old Town is so pervasive that it deserves the fullest possible efforts of the community to preserve and enhance.

As Old Town is redeveloped according to the Specific Plan, the City will take particular care to ensure that the historic authenticity of existing buildings is maintained and that the design of new buildings is compatible with the historic character of Old Town. The Specific Plan and the Zoning Ordinance contain specific preservation standards for buildings evaluated by the 1977 survey and included by reference as the City's Local Register.

Water Quality

Water quality within the planning area is protected by treatment and disposal of liquid wastes through the Fairfield-Suisun Subregional Waste Treatment Facility and by the location of solid waste disposal sites at approved locations outside of the planning area. The waste treatment facility operates under strict discharge requirements established by the Regional Water Quality Control Board. At present, discharge of treated effluent meets the exacting standards necessary for disposal to the Suisun Marsh. Water treated since 1981 has met even tougher standards in order to allow reclamation use of the water for agricultural irrigation as well as marsh disposal during the off-season.

To lessen the burden on the treatment plant, industrial users may be required to install pre-treatment equipment. City regulations governing industrial liquid waste discharge are designed to avoid problems at the treatment plant which could necessitate plant shutdown for failure to meet discharge requirements.

Water quality is also to be protected by policies of the General Plan which call for avoiding erosion and sedimentation of waters flowing into the Suisun Marsh.

Air Quality

The West Central Solano County, including Suisun City's Planning Area lies within one of four local air basins which comprise the larger San Francisco air basin. The extent to which air pollution generated within the planning area affects the quality of air locally is a function of the climatology of the larger regional air basin as well as of the climatology of the local air basin. Of particular importance is the pattern and volume of air movement which

determines whether critical masses of pollutants will be present in the local air mass to generate conditions of photochemical smog.

For most of the year, the planning area experiences prevailing southwesterly and westerly winds. These patterns dominate from March through October, increasing in importance from May through August. West winds from the ocean move over San Francisco Bay where they split generally into two major movements -- south toward San Jose and easterly through the Carquinez Straits. Winds passing the Straits fan out into the Delta and Sacramento Valley at slower speeds. When these winds are high, they have a strong ventilating effect upon the planning area, carrying emissions generated locally and in the North Bay to easterly reaches of the Delta and beyond. Local air quality is impaired, however, by the "eddy" effect of wind patterns which brings some of the pollutants back into the planning area and which are held or "trapped" against the hills and mountains north and west of Green and Suisun Valleys. When these winds are low in speed, their ventilating effect is diminished. The extent of local pollution has been difficult to quantify in the past because of inadequate air quality monitoring data. Because of inadequate data on existing conditions when the planning area is the receiver of pollutants from the North Bay, it is not now possible to determine the extent to which future levels of pollution will be a function of emissions generated outside of the planning area versus those generated by new development within it over the past decade. However, since changes in local air quality are at least "observable" under varying wind conditions, it is reasonable to assume that further urbanization within the planning area will increase the area's potential for experiencing higher levels of pollution.

Air pollution within the Central Solano County planning area is more a function of occurrences and activities outside of the planning area than within. The regional and interregional character of the air pollution statewide has resulted in the creation of several levels of regulation affecting Solano County.

At the state level, the Air Resources Board has established air basins and air quality standards which are to be met within these basins. Because of Solano County's geographic position, the western part of the County (which includes the Suisun City planning area) lies within the air basin which is under the control of the Bay Area Regional Air Pollution Control District (BAAPCD), whereas the eastern part of the County is within the jurisdiction of the Solano-Yolo Air Pollution Control District. At the federal level, the Environmental Protection Agency administers standards for New Source Review affecting new industries or the expansion of existing plants.

While the authority for controlling emissions from automotive vehicles rests with the State Board, the Bay Area and Solano-Yolo Districts are responsible for controlling emissions from stationary sources and engines over 1,500 cubic inches. The BAAPCD has adopted three basic regulations to control air

pollution on a regional level, and new regulations can be expected after July 1, 1979 in conformance with the State Implementation Plan. One deals primarily and dense fumes from industrial, commercial, and institutional sources; and, the third deals with organic compounds which react with sunlight to form photochemical smog (e.g., SO₂, NO_x, and hydrocarbon). The BAAPCD has adopted standards which can prohibit the location of certain uses of land because of their air pollution characteristics.

Although total emissions from local sources are much lower than most other parts of the Bay Area, substantial volumes are generated each day. The emissions from various local sources in 1975 exceeded ambient air quality standards for Oxidant 15 days, with a maximum of 0.11 parts per million as the highest hourly average value as compared to the state oxidant standard 0.10 ppm.

Strategies are available for reducing those emissions which contribute to the most serious problems of air pollution under the Air Quality Maintenance Plan for the Bay Area. Since controls on mobile sources such as autos and trucks are already gaining ground, the most important considerations for Suisun City will be emissions from stationary industrial sources which might locate in the areas designated Industrial/Business Park on the Land Use Map.

The most important stationary emissions will be nitrogen oxides (NO_x), sulfur oxides (SO₂) and suspended particulates. Emission control technology has improved greatly in recent years. Nevertheless, emission control standards continue to change in order to reduce overall levels of emissions which contribute to oxidant formation. Under State and Federal New Source Review regulations, industries which cannot control emissions below certain threshold levels, even when using Best Available Control Technology (BACT), may be required to develop "trade-offs" which result in reducing emissions of existing industries in the area.

Natural Environmental Characteristics

Natural environmental characteristics are dominated by land and water areas of the Suisun Marsh, Suisun Channel, and sections of Laurel and McCoy Creeks, which pass through the planning area to the Marsh. At the time of the adoption of the 1979 General Plan, flood control projects had not yet been completed to protect the City from flooding by these and other creeks. With the completion of the Fairfield Streams Project, the potential for flooding has been substantially reduced.

The Marsh and Creek Environments. The Suisun Marsh is a fragile ecological community of 84,000 acres. While only a small fraction of the Marsh lies within the planning area, policies and proposals of the General Plan have been developed to avoid significant adverse physical impacts upon the Marsh as a whole.

The Suisun Marsh is truly a magnificent land-water environment, with approximately 50,000 acres of floodable land and 32,000 acres of sloughs and estuaries. Parts of the Marsh lie within the City limits, and other parts border the City. From its earliest days of development, Suisun City has depended on major sloughs for commerce and industry. Even today, Suisun Slough provides navigable access from the City to Grizzly Bay, the waters of the Sacramento-San Joaquin Delta, and the San Francisco Bay.

The wetlands of the Marsh are enormously productive in terms of plant and animal life, and provide a foundation of natural life for much of the large ecosystem of which the Marsh is a part. The Marsh is a haven for large populations of migratory birds; it provides basic nutrients in support of the life cycles of many varieties of plants and animals, including species important to the commercial fisheries and endangered species; it is a living laboratory for scientific study; and it provides outdoor recreation opportunities for hunting, fishing, and boating.

Because man's past impact on the Marsh has reduced its area and threatened its very existence, important steps have been taken to reduce degradation of the Marsh environment and to begin the task of enhancement. Through cooperative programs involving the Suisun Resource Conservation District, landowners, hunting clubs, and County, regional, state, and federal agencies, much has already been accomplished. At this point, however, the Marsh environment is threatened more by activities outside the Marsh than within it, including the effects of erosion and sedimentation outside the Marsh boundary. It is such activity that has led to the creation of the Suisun Marsh Protection District by the state and certain of the policies and proposals of the General Plan to avoid Marsh degradation.

Watershed Lands. The area covered by the Suisun City General Plan is relatively flat and lies between the edge of the Suisun Marsh and the uplands of rolling hills and small watersheds which drain from the north to the Marsh. A very short section of Ledgewood Creek forms the western boundary of the Sphere of Influence/Urban Limit Line. Laurel and McCoy Creeks converge within the center of the planning area where most of the residential development has been occurring in recent years. These creeks have had a history of flooding, and flood conditions were aggravated by runoff from upstream development. All three creeks drain large areas of development within Fairfield to the north, and undeveloped hill lands north of Fairfield.

Laurel and McCoy Creeks were essentially devoid of riparian vegetation prior to their channelization as part of the Fairfield Streams Project, and are most significant to Suisun City because of their location in relation to urbanization.

Prior to the completion of the Fairfield Streams Project, the floodplains of these two creeks were sufficiently broad that urban development within them would have been damaged unless affected lands were flood-proofed. The Streams Project provided positive drainage within improved channels so that run-off from Fairfield and the northern hills could be confined to the drainage way of these creeks rather than spreading over the large floodplain. The completion of the Streams Project has largely alleviated potential for flooding from 100-year storm events within the newer areas of the city.

Agricultural Lands. Remaining agricultural lands within the planning area include lands east of Walters Road, south of Highway 12. Lands east of Walters Road slope gently toward the Suisun Marsh and are used for grazing because soil conditions limit crop production. Lands south of Highway 12 (east of Old Town) are also used for grazing because of soil and high water table conditions. Agricultural uses in the Tolenas area involve parcels which are too small for economic production. These lands have long been developed in a "rural residential" character, consisting of predominantly three to ten acre lots. These are used to some extent for garden production and the raising of horses and small animals.

Climate. The planning area lies within the climatological transition zone between the Sacramento Valley and the San Francisco Bay Area. The local climate is semi-arid temperate. Southwestern winds dominate during warm months of the year, bringing marine air into the area.

Average annual temperature is 60 degrees F.; temperatures range from a low of 21 degrees F. to a high of 112. Measurable rainfall occurs 50-60 days per year under normal conditions, with an average annual precipitation of approximately 21 inches.

A. Open Space Goal

To provide for a variety of open spaces to meet community needs for environmental protection, agriculture, recreation, flood management, and water quality.

OBJECTIVE 1: TO DESIGNATE SUFFICIENT LANDS FOR VARIOUS OPEN SPACE USES THAT WILL MEET THE PARKS AND RECREATION REQUIREMENTS OF THE CAPITAL IMPROVEMENTS PROGRAM, PROTECT THE CITY FROM FLOODING, PRESERVE THE SUISUN MARSH, PRESERVE NATURAL RESOURCES AND AMENITIES, AND ENSURE CONTINUED AGRICULTURAL PRODUCTION AS AN INTERIM USE.

Policies

Policy 1: Location of Open Space Lands. Suisun City will designate certain lands to remain undeveloped or developed only with uses that are consistent with plans and programs (Specific Plan, CIP, Marsh Protection District Plan, etc.) for the use of such lands.

Policy 2: Management of Open Spaces. In some cases, such as for park and recreation use, land will be acquired and managed publicly. In other cases, open space uses will be assured through cooperative agreements with private property owners or through public easements.

Policy 3: Types of Open Spaces. Open space lands will serve a variety of purposes:

- a) Outdoor recreational pursuits.
- b) Resource management and habitat preservation.
- c) Agricultural production.
- d) Visual enjoyment and enhancement of community character.
- e) Flood management.
- f) Watershed and water quality protection.
- g) Ensuring the safety of the community by avoiding sites hazardous to urban development.

Policy 4: Open Space for Recreation. For the outdoor recreational enjoyment of Suisun City residents, a system of parks and recreational open spaces shall be maintained and expanded as new development occurs. Wherever possible, this system shall be coordinated with recreational spaces provided on school sites. Park and recreational open spaces shall be provided according to the standards of the Suisun City Capital Improvements Program. (See the Community Facilities Element for a discussion of the CIP and its relationship to the General Plan.)

Policy 5: Open Space for Bicycle and Pedestrian Circulation. The City's bicycle and pedestrian circulation system will seek to link recreational and natural open spaces throughout the City. Such a link will allow City residents to enjoy human developed and natural spaces along designated bicycle and pedestrian routes, including parks, the waterfront, riparian habitats, and the Suisun Marsh.

Policy 6: Open Space for Agriculture. Open spaces suitable for agricultural production within the City's Sphere of Influence should be preserved under Solano County General Plan policies for agricultural preservation until such time as these lands are needed and are determined to be feasible for urban development.

B. Environmental Preservation Goal

To improve the qualities and amenities of the Suisun Marsh environment as a natural habitat and recreation area and to the waterways emptying into the Marsh.

OBJECTIVE 1: TO INCREASE THE ACCESSIBILITY OF THE MARSH TO RESIDENTS OF SUISUN CITY, IN CONJUNCTION WITH STATE ACTION, WHILE ASSURING ITS PROTECTION AND ENHANCEMENT IN ACCORDANCE WITH STATE POLICIES GOVERNING THE MANAGEMENT OF LANDS WITHIN AND ADJACENT TO THE MARSH.

Policies

Policy 7: Use and Protection of the Suisun Marsh. Land within the Primary Management area prescribed by the Suisun Marsh Protection Plan will be preserved as open space for appropriate agricultural and wildlife habitat and limited outdoor recreation use compatible with the objectives of the Suisun Marsh Protection plan. Other use of the Primary Management Area

will be limited to constructing any roads or bicycle and pedestrian paths, required for access to the marsh for the above uses, to publicly and privately sponsored recreation activities which are compatible with the marsh environment, and the transportation and utility corridors along the south side of Highway 12. Such access must be in conformity to the Marsh Protection Plan policies on utilities, facilities and transportation.

Policy 8: Recreation Along the Border of the Marsh. Park lands along the within Suisun City bordering the Marsh shall include carefully controlled transitional areas where human-created park habitat interacts with natural Marsh habitat to enhance the recreational value of the Marsh.

Policy 9: Protection of Watercourses and Floodways. Natural watercourses and drainage channels shall be protected and preserved to the extent possible; runoff from urban development and upland watershed areas will be contained by channels and reservoirs to control debris, sediment, and the rate and dispersal of run-off.

Policy 10: Habitat Protection. Fish and wildlife habitats along the Suisun Slough, tributary water courses, and Pierce island will be preserved according to the standards of the Downtown/Waterfront Specific Plan. The Specific Plan will ensure that land uses are set back an appropriate distance from watercourses and riparian habitats to ensure adequate flood control, water quality preservation, and wildlife protection. The intensity of development adjacent to sensitive environmental habitats will be controlled to assure the preservation of these habitats.

Policy 11: Water-Oriented Amenities. The visual amenities of water will be considered as appropriate components of urban form. Such bodies of water may be in the form of small lakes, lagoons, reservoirs, or simulated stream channels which can be integrated by design for multi-purpose use for drainage, flood control, recreation, and visual amenity.

Policy 13: Preservation of Natural Features. The City will require developments containing environmentally significant features (waterways, riparian habitats, stands of mature trees, etc.) to preserve and incorporate those features into the development. The types and significance of resources present and the degree of preservation that is feasible shall be reviewed and determined on a case-by-case basis, through the development review process. (See Community Character Policy 23, Chapter II.)

C. Air Resources Goal

To meet state and federal air quality standards.

OBJECTIVE 1: TO IMPLEMENT MEASURES THAT WILL CONTRIBUTE TO THE AIR QUALITY STANDARDS ESTABLISHED BY THE YOLO-SOLANO AIR POLLUTION CONTROL DISTRICT AND/OR THE BAY AREA REGIONAL AIR POLLUTION CONTROL DISTRICT.

Discussion: *At the present time, it is unclear as to which air pollution control district has jurisdiction over the City and the planning area. It is possible that **both** districts have jurisdiction over parts of the planning area.*

Policies

Policy 14: Commercial and Industrial Land Uses. Suisun City will encourage commercial and industrial uses to meet the air pollution control objectives of the appropriate air pollution control district.

Policy 15: Traffic. Suisun City will implement traffic and transportation policies as part of the Circulation Element to mitigate the air quality effects of increasing vehicular traffic in the City.

D. Visual Quality and Community Character Goal

To enhance Suisun City's visual attractiveness and maintain the historic and water-oriented character of the community.

OBJECTIVE 1: TO INCREASE THE QUALITY OF SITE AND BUILDING DESIGN IN NEW DEVELOPMENTS AND REDEVELOPED PROPERTIES THROUGH THE IMPLEMENTATION OF GUIDELINES FOR SITE PLANNING AND ARCHITECTURE.

(See Chapter III for specific policies relating to visual quality and community character.)

CHAPTER VIII

COMMUNITY FACILITIES AND SERVICES

Introduction

The Community Services and Facilities Element establishes the policies for public and private actions that will ensure adequate municipal services and facilities to accommodate development and to upgrade services and facilities to the existing community. Without a workable plan for the provision of services and facilities, the ability of the City to accommodate new development and improve the community will be severely hampered.

The primary tool for implementing this Element is the Capital Improvement Program (CIP). The CIP specifies and prioritizes services and facilities that should be provided over the next ten years to accommodate the growth and change envisioned in the General Plan. The CIP contains specific standards for the number and kind of facilities to be constructed and identifies funding sources for the proposed projects. The Community Facilities and Services Element establishes the policies which are the basis for the Capital Improvements Program priorities and standards.

In recent years, the City, Fairfield-Suisun Sewer District and the Suisun-Solano Water Authority have imposed a combination of development fees, user charges, and assessment districts to finance the cost of expanding needed municipal facilities and services:

- Expansion of the FSSD regional sewer plant has keep pace with the urban development and the demand of existing residents in both Fairfield and Suisun City;
- The City, through the Suisun-Solano Water Authority, has been able to procure sufficient water commitments to assure an adequate water supply. However, the ability of water suppliers to fulfill their commitments to Suisun City over the next few years may be in doubt if drought conditions, which began in 1987, continue.
- The City has established development fees at a sufficient level to fund the proportionate share of new development's demand for arterial streets, municipal facilities and equipment, and parks, open space and recreation facilities.

The Fairfield-Suisun School District will construct an elementary school within the Lawler Ranch subdivision and expects to construct a middle school within

the Peterson Ranch to serve the growing Suisun City school-age population. Additional high schools (located elsewhere within the School District) are also needed to accommodate the expected growth throughout the District, including Suisun City. Because State funding is inadequate, the ability of the School District to fund these new schools, is based on the financial contributions of new residential developments to be served by these schools. A District wide Mello-Roos Community Facilities District (CFD #5) has been established to provide full funding for new schools.

A. Municipal Services and Facilities Goal

To provide municipal and school services and facilities to both new development and existing residents and businesses at a level that will maintain and improve the standard of living for the entire community.

OBJECTIVE 1: TO ENSURE THAT NEW DEVELOPMENT DOES NOT EXCEED THE CAPACITY OF THE CITY TO PROVIDE ADEQUATE MUNICIPAL SERVICES AND DOES NOT OVERLY BURDEN THE CAPACITY OF EXISTING INFRASTRUCTURE AND SERVICE LEVELS.

Policies

Policy 1: Managing Growth By Assuring Adequate Facilities. The Community Services Element sets forth policies for the provision of public services and facilities and how these will be provided to accommodate new development and redeveloped areas. The City's Capital Improvements Program (CIP) sets forth standards for public services and facilities and timelines for public improvements. A property owner may wish to develop in advance of the schedule set forth by the City. The City will not attempt to dictate the timing of development so long as land proposed for development is properly designated under the General Plan and zoned for the proposed use, so long as the applicant has an adequate plan for providing needed facilities and services in advance of the schedule set forth by the C.I.P., and so long as the proposal will not be detrimental to the implementation of the C.I.P. or other City programs or services.

The City would approve development in an area without services and facilities, in advance of their scheduled installation under the C.I.P., only if the developer agrees to extend needed sewer and water lines, provide drainage facilities, and install other necessary improvements to serve that property and adjacent properties. The developer could seek reimbursement at a later date as adjacent properties develop. (See Chapter II, Objective 4, Growth Management; Policies 12-14.)

OBJECTIVE 2: TO ESTABLISH MINIMUM STANDARDS FOR THE LOCATION AND CAPACITY OF WATER, SEWER, AND DRAINAGE LINES AND TO ASSURE THAT TREATMENT PLANTS HAVE SUFFICIENT CAPACITY TO ADEQUATELY SERVE THE COMMUNITY.

Discussion:

***Water Supply.** Municipal and industrial water requirements generated by full development under the General Plan will be satisfied through a combination of ground water pumping, water entitlements from the Solano Irrigation District facilities conveyed through the Putah South Canal, and other entitlements the City has acquired (such as access to the North Bay Aqueduct). The treatment and delivery of water to developed areas will be met under terms of a joint exercise-of-powers agreement between Suisun City and the Solano Irrigation District (SID). This agreement provides for joint management of treatment facilities to meet the needs of urban and agricultural water users.*

Suisun City currently uses water from its well field in upper Suisun Valley and also receives raw water from the Solano Project. Total municipal and industrial water requirements for a population of 32,000 will be met primarily through the City's allocation of water from the Solano Project. Total municipal and industrial water requirements for a population of 32,000 will be met primarily through the City's allocation of approximately 5,500 acre feet from the Solano Project, approximately 500 acre feet from the Suisun Valley Well Source, and 1,200 acre feet of entitlement from the North Bay Aqueduct, for a total water commitment of 7,200 acre feet. City entitlement to North Bay Aqueduct water are sufficient to increase water availability to serve the 32,000 people projected at residential build-out.

The Cement Hill water treatment plant was completed in 1979, and is scheduled to be expanded in 1992. The treatment capacity will be sufficient to serve a population of 35,000.

Waste Water Treatment. *Suisun City's participation in the financing and management of the Fairfield-Suisun Subregional Waste Treatment Facility will satisfy all needs of the City with full urbanization under the General Plan. The capacity of the facility was approximately 10 million gallons per day in 1979. This capacity was increased in 1985 to 15.7 million g.p.d. to meet the needs of Fairfield and Suisun City to 1990, and again in 1990 to 17.5 million g.p.d. The plant operates, at present, at approximately 3.5 million g.p.d. below its design capacity. This surplus capacity is expected to be used by 1995, at which time another expansion to 20 million g.p.d. is planned.*

Drainage and Flood Control. *The planning area was, historically, subject to periodic flooding from the watersheds of Ledge wood, Laurel, and McCoy Creeks. These streams drain upland areas north of Fairfield, lands within Fairfield and lands within Suisun City. The completion of the Fairfield Streams project has solved the flooding problems along these creeks.*

Policy 2: Water Treatment Plant. As water use in Suisun City approaches the design capacity of the Cement Hill water treatment plant, the City should consider increasing water treatment capacity at the plant to service a target population of approximately 32,000 and a worker population of approximately 4,700.

Policy 3: Water Conservation. Water conservation should continue through regulations which require the installation of practical water conservation devices within homes, businesses and industries, and public facilities.

Policy 4: Wastewater Treatment. Suisun will require that all development connect to the regional sewer system. Standards for trunk lines and connections to individual properties will be governed by the Suisun City Subdivision Ordinance.

Policy 5: Drainage. The City will require that new developments contain drainage features and facilities which channel run-off away from adjacent properties, control erosion, and assure that water quality will not be adversely affected. The City will encourage development designs which incorporate natural features into the drainage system provided water quality and erosion

concerns are addressed. Drainage standards will be governed by the Development Guidelines and the Subdivision Ordinance.

OBJECTIVE 3: TO ENSURE ADEQUATE AND HIGH QUALITY MUNICIPAL BUILDINGS FACILITIES AND EQUIPMENT ARE PROVIDED TO SERVE THE NEEDS OF CITY RESIDENTS FOR A VARIETY OF ESSENTIAL GOVERNMENTAL SERVICES.

Policy 6: The City will seek to provide public buildings, facilities and equipment needed to provide essential general City services according to the standards identified by the Capital Improvement Program (CIP). These services include, but are not limited to the following:

- ▶ General government (City Hall).
- ▶ Library services and facilities.
- ▶ Senior Citizens' services and facilities.
- ▶ Others as may be identified by the CIP.

OBJECTIVE 4: TO ENSURE THAT SCHOOL CAPACITY IS ADEQUATE TO SERVE CHILDREN EXPECTED TO RESIDE IN NEW RESIDENTIAL DEVELOPMENTS BETWEEN 1992 AND 2010.

Policy 7: Public School Sites. The Land Use Map designates a planned middle school site on the Peterson property and an elementary school site in the Lawler Ranch. The Lawler Ranch site has already been determined and set aside as a requirement of the Lawler Ranch Development Agreement and PUD Permit. The exact siting of the middle school will be determined at the time of annexation and processing of development plans for the Peterson Ranch.

Policy 8: Reservation of Middle School Site on Peterson Ranch. A Planned Unit Development Permit and Development Agreement will be required as a condition of the annexation and development of the Peterson Ranch. The Development Agreement will require that the middle school site be reserved until such time as the School District purchases the site from the developer or property owner.

Discussion. According to the Fairfield-Suisun Unified School District, Suisun City will need on additional elementary school and a middle school at residential build-out. The District plans to construct at least one additional high school within the City of Fairfield to accommodate

both Suisun City and Fairfield students. An elementary school site has been designated within the Lawler Ranch development.

State Department of Education standards require a site of 15-20 acres for a middle school of a similar capacity as others within the District. Minimum separation requirements from railroad tracks, incompatible land uses and Highway 12 must also be met. All of the areas where the Travis Airport Land Use Plan restricts residential uses are likewise unsuitable for school sites. All of these restrictions severely limit the number of potential middle school sites. The few remaining adequately sized parcels are included in ongoing developments for which tentative subdivision maps and/or development agreements are already in place. The Peterson Ranch property is the only location within the existing Sphere of Influence that is not already committed to development, is large enough to accommodate a middle school site, and meets the various state restrictions.

Policy 9: Whenever possible, public school sites should be integrated with neighborhood recreation-parks to maximize the benefits of recreation experience as part of the education process. Schools should be accessible to most children within the neighborhoods they serve without having to cross an arterial street to reach the school.

Policy 10: School development considerations. To mitigate the visual, noise, and traffic impacts of schools, development plans for new schools should contain parking and circulation development patterns that minimize through traffic on local residential streets, include noise mitigation for outdoor activity areas which attract high numbers of children, and contain landscape buffering to reduce the impact of the school on surrounding land uses. The architectural quality of new schools should be in keeping with the intent of the City's Development Guidelines and be compatible with surrounding neighborhoods.

B. Emergency Services Goal

To maintain an acceptable level of emergency services for public safety.

OBJECTIVE 1: TO MAINTAIN ACCEPTABLE ISO FIRE RATINGS, WATER PRESSURE, AND EMERGENCY RESPONSE TIMES FOR POLICE AND FIRE SERVICES.

Policy 11: Emergency Services Standards. The City will acquire and maintain sufficient equipment and hire sufficient personnel to achieve an ISO rating of 4 or better, with a three minute response time for fire emergencies. Water delivery capacity, buildings and equipment standards for fire and police emergency services shall be established by the Capital Improvements Program.

Discussion. *To accommodate growth through build-out, the City projects a need to construct a new fire station in Old Town to contain one mini-pumper and one Class "A" pumper, add a fire engine at its existing station in the eastern part of the City, and acquire several additional police vehicles. Additions to the Police Station and various capital equipment needs for the Police Department must also be provided. The CIP specifies the equipment and facilities needs, costs, funding sources and purchase or construction schedules.*

C. Recreation Goal

To meet the recreational, leisure time, and cultural arts needs of all age groups and segments of the population, concentrating on those activities, facilities, and experiences for which people are largely unable to be provided through private resources.

Discussion

Outdoor spaces. *The City has ten parks and recreation areas. Nine of the parks primarily serve the neighborhoods in which they are located, although three -- Hall Park, Montebello Vista Park, and Geopp Park -- contain some facilities that are used by the entire community. Todd Park is the only, primarily*

community-wide facility, and contains sports fields, picnic areas, and space for court games. The existing parks and their acreages are listed below:

- Day Park 3.0 acres*
- Florida Street Minipark 0.1 acres*
- Main Street Plaza Park 1.1 acres*
- Solano Street Minipark 0.1 acres*
- Hall Park 11.4 acres*
- Geopp Park 4.3 acres*
- Scandia Road Park 1.4 acres*
- Todd Park 10.5 acres*
- Montebello Vista Park 5.1 acres*
- Boat Launch 2.5 acres*
- Heritage Park 10.0 acres*
- Lawler Ranch Villas Park . . 1.0 acres*

Between 1992 and 2000, the City has planned for the expansion, completion, or construction of several parks, including two additional parks in the Lawler Ranch subdivision, the completion of a linear park in Lawler Ranch, the development of a 25-acre citywide park, bicycle trail extensions, the development of parks adjacent to Crescent and Crystal schools, the development of an oval park on Mulberry Street, and the construction a Main Street Plaza.

Indoor Recreation. *The City sponsors a wide variety of recreation programs and activities, utilizing gymnasiums and other facilities available at the Crystal and Crescent Schools, and co-sponsors activities with private business. Activities and programs include (but are not limited to): youth instructional programs in dancing, cheerleading, tumbling and floor exercise; basketball goal shooting contests; adult dance lessons; home landscaping; adult physical fitness, volleyball; basketball; movies; and special events.*

Recreation Demand and Space Requirements. *The measurement of recreation demand is complex because demand is*

both dynamic and variable by its nature. While interest in some forms of recreation remains fairly constant over the years, interest in others has increased dramatically, and new forms continue to emerge.

Recreation demand and the amount of space required to accommodate demand varies among communities, depending on population characteristics and social and economic factors. As a consequence, the proposals for recreation facilities in the General Plan deal with "basic" needs at the neighborhood and community-wide level, including specialized facilities, for a population of 32,000.

OBJECTIVE 1: TO PROVIDE SUFFICIENT PARK FACILITIES TO ACCOMMODATE A WIDE RANGE OF ACTIVE AND PASSIVE RECREATION ACTIVITIES ACCORDING TO THE STANDARDS OF THE CAPITAL IMPROVEMENTS PROGRAM.

D. Recreation Policies

Policy 12: General Principles for Recreation. The City should provide for a variety of recreational opportunities, including traditional parks, pedestrian paths in natural and man-made environments, water-oriented recreation, bicycling and jogging opportunities and other facilities that meet the diverse needs of the population. The City will also seek ways to improve access to recreational opportunities within existing neighborhoods that are presently underserved. The recreation policies in this Element provide the general principals to guide specific requirements in the Capital Improvements Program.

Discussion. *The policies in this section define the types of park and recreation facilities needed in Suisun City, and accessibility requirements for those facilities. These policies have been developed in consideration of historic patterns of recreation use and present-day changes in recreation behavior. The general principals espoused by the recreation policies are translated in the CIP into specific standards for the number, size, and types of recreation facilities needed per 1,000 people.*

Policy 13: Diversity of recreation opportunities. Every neighborhood in Suisun City should have access to a variety of recreational opportunities. These opportunities should range from passive recreation (lying down or sitting in a comfortable open area) to structured active recreation (court games or field sports). In addition, residents with special needs, such as older adults, mobility-impaired children, and developmentally disabled persons, should have reasonable access to recreation facilities and programs that meet their needs.

Policy 14: Definition of Recreation Spaces. The City will provide a system of parks that meets a range of recreational needs of all City residents. Recreational areas are defined below that represents the "ideal" situation and may not be achievable in every neighborhood. Standards for the number of specific facilities (ball fields, covered picnic areas, tennis courts, basketball courts, etc.) are included in the Capital Improvements Program.

- a) Informal play area: grassy areas about the size of two small single family lots, serving for informal children's play.
- b) Sub-neighborhood park/play area: one acre or less, serving residents within the vicinity of the play site and providing a grassy play area and play equipment for small children. Sub-neighborhood play areas should be no more than three 1/4 mile walking distance, depending on the density of the neighborhood).
- c) Neighborhood park: three to fifteen acres, serving an entire neighborhood (2,000 to 6,000 residents) with picnic facilities, space for court games, paved areas for children's games, a play field, small children's play area, gardens, and walkways. The maximum walking distance should be 1/2 mile.
- d) Community-wide park: 20 to 50 acres or larger, with multipurpose play fields, space for various court games, a jogging course, a picnic area, and one or more of the following:
 - Regulation sports field,
 - Recreation building,
 - Swimming pool,
 - Indoor sports facility,
 - Recreation facilities for special needs groups

Most communities determine their park and recreation needs based on an hierarchy of neighborhood versus community-wide parks. Because Suisun City is a relatively small community, no truly community-wide park facility has yet been developed. Only Todd Park (10.5 acres) could be characterized as containing primarily community-wide facilities, those being two regulation softball fields and a private Little League

facility. Other, specialized facilities, such as the Boat Launch and some pedestrian trails, also serve the needs of the entire community, even though these are typically much smaller sites. All other existing parks serve primarily neighborhood residents and contain some facilities as well that are used by the entire community. Park standards established in this Element recognize the need for at least one major park facility that contains active recreational facilities that will be used by the entire community.

Policy 15: Park and Recreation Space Standards for Suisun City.

The City shall require new developments to provide or fund , through payment of development fees or other financial mechanism acceptable to the City, park facilities that meet the following standards:

Neighborhood Parks: 3.0 acres/1000 population

Community wide Parks: 1.5 acres/1000 population

Discussion: *The most exhaustive studies in California on the subject of park space requirements have been those conducted by the California Recreation Commission in cooperation with the California Committee on Planning for Recreation, Park Areas, and Facilities. The major product from these efforts is the publication, "Guide for Planning Recreation Parks in California," which sets forth recommended levels of recreation opportunity and gross space requirements.*

Recommended standards of the State Guide are much higher than even the best responses of California cities to meeting recreation needs. The above definitions and an overall space standard of 17 acres/1,000 population reflect ideals which are not practical today. If applied to Suisun City, the City would need 544 acres of developed park and recreation areas for a population of 32,000.

In determining realistic standards for Suisun City, it is important to consider the great potential of private and publicly-owned lands within and close to the Suisun Marsh for meeting certain recreation needs, therefore reducing greatly the amount of new acreage required. The economic feasibility of developing and maintaining park land must also be considered. As described below, standards are recommended in consideration of these factors. Realistic standards for park and recreation development are based on the following assumptions:

- *Residents should have access to informal outdoor recreation areas within a short walk of their homes. Such areas provide minimal equipment and are designed primarily as open spaces. These may be part of a larger neighborhood or community facility or an independent site;*
- *Each neighborhood should have a park that is accessible to residents within the neighborhood without having to cross an arterial street. Neighborhood parks are planned for school-age children and family groups and may be planned jointly with schools;*
- *There should be one or more parks developed primarily to serve the entire community. Such parks can provide indoor and outdoor recreation opportunities to meet a wider range of recreation interests than parks oriented specifically to one neighborhood. Sports fields, ball courts, swimming pools, and specialized recreation facilities are typically found at community-wide parks.*
- *The CIP identifies approximately 23 acres of existing neighborhood parks and another 47 acres of future neighborhood parks that need to be constructed on lands currently in the City Limits. In addition, a neighborhood park of about 10 acres will also need to be provided in the Peterson Ranch when that property is developed. Finally, there will be a number of miscellaneous trails and related facilities along the waterfront and the Fairfield Streams Project that will total about 15 acres when fully constructed. The total projected neighborhood park facility acreage at buildout is approximately 95. This equates to about 3.0 acres/1000 persons, given the projected buildout population of 32,000. (This was also the standard adopted by the 1979 General Plan.)*
- *The CIP identifies community wide facilities needed at buildout totaling approximately 50.5 acres. This computes to approximately 1.5 acres/1000 persons, assuming the buildout population of 32,000.*

Policy 16: Location and Minimum Distance for Access to Recreation Facilities. All residents of the City should have access to at least one park, located within 1/2 mile of their homes, without any major physical barriers impeding that access. Parks and recreation facilities should be distributed throughout the community to ensure access to each neighborhood. Facilities should be developed jointly with school sites where such joint development will further the goal of access under this policy. Where provided separately from a larger facility, informal play areas or sub-neighborhood recreation facilities are intended to serve the needs of residents within a more immediate walking distance--generally no more than 1/4 mile. Community-wide facilities, by their nature, serve a larger population beyond a single neighborhood.

Policy 17: Park and recreation requirements for new residential developments. Each large new residential development should provide recreation opportunities within walking distance of local residents and also contribute to recreation facilities and programs that meet the needs of the entire City. Recreation facilities that serve residents within the immediate vicinity of their homes and should be included within each development include:

- Informal open spaces (no play equipment) that are within two or three blocks of the residents they are intended to serve,
- Children's play equipment and space for adult passive recreation within a five-minute (1/4 mile) walk of most residents,
- Neighborhood parks within 1/2 mile of most users, and
- Community-wide facilities, if the Community Facilities Map indicates such a facility located within the development.

Policy 18: Localized (neighborhood or smaller) recreation facilities benefit the residents of the development only and should be set aside for acquisition through development fees or be required through dedication as part of the subdivision approval process. The City may require a landscaped informal open space of between 10,000 and 12,000 square feet for each 50 to 75 dwelling units and/or a pocket park of one-half to one acre for each 150 to 250 dwelling units (depending on the density and housing type) in new developments that are not within 1/2 mile of existing parks (See the Community Facilities Map showing the location of park and recreation facilities).

Policy 19: In addition to localized and neighborhood facilities, all new development should contribute to community-wide facilities.

The amount of land required to be set aside for parks, and the number and types of recreational facilities needs, are based on the standards in Policy 14 and the Capital Improvements Program.

Discussion: *In determining the amount of land dedication and/or fees required by a subdivider, it is the intent of this section that the requirements be related directly and equitably to the combined standard of 4.5 acres per 1,000 people generated by the proposed development, including the developers' pro-rata share of the capital costs of park development.*

The method for determining actual costs to the developer and the procedure to be followed are to be reflected in the City's Capital Improvement Program. Fees should be reviewed periodically and revised by resolution of the City Council as appropriate.

OBJECTIVE 2: TO MEET SPECIALIZED COMMUNITY-WIDE RECREATION AND LEISURE TIME NEEDS.

Policy 20: The City will attempt to accommodate a wide variety of specialized community needs by providing facilities that are not typically found in park facilities. The City may be able to accommodate some of these needs individually, while others may need to be addressed in cooperation with other communities. Among these specialized needs are:

- Auditorium for community performances.
- Arts and crafts center.
- Natural/history museum.
- Space for temporary outdoor events (circuses, fairs, concerts, etc.).

OBJECTIVE 3: PROVIDE FOR A PORTION OF THE COMMUNITY'S RECREATION AND LEISURE TIME NEEDS THROUGH PRIVATE SECTOR ACTIVITIES.

Discussion: *Because of the great variety of recreation needs within Suisun City and the importance of recreation to the general welfare of its residents, the City cannot or should not attempt to meet all of the recreation needs defined in the following policies by itself. Government has the responsibility to provide the basic framework of recreation services, facilities, and opportunities. But, it must remain for the private sector - the civic, fraternal, religious, service and charitable*

organizations, and commercial recreation interests - to enrich opportunities for self-determining groups and the individual.

The efforts of non-commercial private groups should be coordinated closely with those of the City, particularly where values and aims of the group involve the "growth of persons." Suisun City may have private groups whose activities offer a direct recreation experience for the participant as well as for the recipient of the service rendered by the group. Some private groups have considerable experience in meeting the needs of various age groups.

Policy 21: Program Coordination Among Public Agencies and Private Organizations. The fulfillment of some recreation needs will be accomplished through a coordination of effort and programming on the part of the City and school district, and charitable, service, religious, and civic organizations. Such efforts will seek to take maximum advantage of fiscal resources and of individual and group interests, leadership and talent within the community, both public and private.

Discussion: *There are two general areas of recreation service in which greater participation by the private sector should be encouraged.*

- a. Investigation and further investment is needed in a wide variety of potentially profitable recreation operations which will help meet urban needs. Examples include: a multi-use sports complex providing indoor and outdoor recreation opportunities; outdoor theaters; and entertainment centers. Emphasis should be given to those type of ventures which will enhance existing recreation attractions as well as provide new opportunities.*
- b. The City should also encourage private (for profit) indoor recreation opportunities through the accommodation of athletic clubs and other commercial recreation facilities. These facilities would typically be located in commercial districts; however, residential locations may be appropriate in some cases. (See Chapter IV, Land Use Element, commercial policies.)*

Policy 22: The City will encourage and where appropriate, require the developers of new residential and/or commercial developments to provide recreation services and opportunities which will complement the capabilities of the City. This policy will be implemented through the City's Development Guidelines, which will set forth the criteria for private sector involvement and requirements for private contributions to recreation. Private contributions to the City's recreation system may be accomplished in the following ways:

- a) The provision of informal play areas and sub-neighborhood parks which are incorporated into new single family subdivisions that are not within the service area for a neighborhood park (as defined by Policy 13 above);
- b) A requirement for play areas and recreation amenities in multifamily rental and condominium development projects,
- c) A requirement that portions of the designated pathway system be provided where located on properties proposed for development; and
- d) A requirement, on a case-by-case basis, that commercial and industrial developments with large numbers and high concentrations of employees or users provide open spaces and/or recreation amenities on-site (grassy areas and/or "hard-scaped" plazas for informal activities, benches for outdoor sitting and eating, and areas for before- or after-hours structured activities). See Land Use Element Commercial Land Use Policy 16.

OBJECTIVE 4: DEVELOP COMMUNITY WIDE INTEREST AND PROVIDE OPPORTUNITIES TO PARTICIPATE IN CULTURAL ARTS.

Policy 23: The City should enhance the quality of life through the provision of facilities and activities in a diversified cultural arts program. The cultural arts program should be based on the needs and interest of the residents toward encouraging participation in the performing and visual arts. The City should strive to include Suisun City's heritage and regional significance and where appropriate should encourage special events and cooperative, community based support.

OBJECTIVE 5: PROVIDE ENVIRONMENTALLY SOUND RECREATIONAL OPPORTUNITIES FOR RESIDENTS TO EXPERIENCE THE SUISUN MARSH AND SLOUGH.

Policy 24: Suisun Marsh. The use of that portion of the Suisun Marsh within the Suisun City Planning Area for recreational purposes should be consistent with Solano County, state, and federal resource management policies for the Marsh and with the Suisun Marsh Protection Plan. Pedestrian and bicycle access should be provided to the outer portions of the Marsh bordering Suisun City for low-impact recreational activities that are consistent with the preservation of the natural habitat. (See also Open Space and Conservation Element Policies 7-9.)

Policy 25: Suisun Channel. The City will continue to expand and improve the Suisun Channel as a recreational amenity according to the Downtown/Waterfront Specific Plan. The Plan provides for additional berths and boating launching facilities, pedestrian waterfront access, and other water-oriented recreation activities while protecting environmentally sensitive areas.

Policy 26: Trails and Pathways. The City will designate pedestrian and bicycle trails and pathways in accordance with the Circulation Element, that provide recreational opportunities for City residents to experience natural habitats, and opportunities to enjoy visual access to the Marsh, sloughs and other landscapes of high visual quality. (See Circulation Element policies 23-28.)

Policy 27: Trail and Pathway Maintenance. Developments adjacent to trails and pathways that primarily serve the residents of that neighborhood should bear the financial responsibility for their improvement and maintenance through assessment or maintenance districts.

OBJECTIVE 6: UTILIZE THE POTENTIAL RECREATIONAL RESOURCE AVAILABLE AT THE CITY-OWNED PROPERTY ON TWIN SISTERS MOUNTAIN.

Policy 28: The City should explore the feasibility of recreational opportunities on its' Twin Sisters property above Suisun Valley.

Discussion: *The City owns a 170+ acre former water reservoir site on Twin Sisters mountain above Suisun Valley. The site is currently within the jurisdiction of Solano County. No comprehensive study of recreational or other opportunities has been undertaken. The site represents a potentially significant natural and recreational resource for Suisun City residents that should not be ignored. Any active use of the site will depend on identifying funding sources and resolution of significant transportation, water, safety and environmental issues.*

1"=700'

CEMENT HILL
WATER TREATMENT PLANT

PROPOSED PARK & SCHOOL
(GENERAL LOCATION)

P
S

PUBLIC WORKS EQUIPMENT
SITE
WATER TANK

SENIOR CENTER
POST OFFICE

RECREATION CENTER
IMPROVEMENTS

FIRE STATION

TRANSPORTATION CENTER
SEE DOWNTOWN/WATERFRONT
SPECIFIC PLAN

CITY HALL
POLICE STATION

FOR FACILITIES MAP

HIGHWAY 12

Scandia Way

FIRE STATION

Lawler Ranch Pky

FSSD WASTEWATER
TREATMENT SITE



The City of Suisun City
701 CIVIC CENTER BOULEVARD SUISUN CITY, CALIFORNIA 94585

PUBLIC FACILITIES MAP

EXISTING	PROPOSED
PARK	P PARK
SCHOOL	S SCHOOL
OTHER	○ OTHER

CHAPTER IX

NOISE AND SAFETY

Introduction

This Element combines two of the required subject matters under state law:

1. Noise and its impact on people, and
2. Safety hazards which could threaten people and property.

The Noise and Safety elements have been combined because noise is a health and safety issue which should be addressed in the context of other health and safety issues.

This Element identifies stationary and mobile sources of noise; natural hazards related to seismic activity, flooding, fire, and soil instability; and human-created hazards related to the manufacture, processing, storage, and transportation of potentially dangerous substances.

Noise Control

Major sources of noise within the planning area occur from heavy rail traffic along the Southern Pacific Railroad, auto and truck traffic along Highway 12, and aircraft flight activities at Travis A.F.B. Noise from these sources is of sufficient magnitude as to require mitigation within new developments in close proximity to these sources.

As in the case of air and water pollution, noise pollution has developed as another by-product of an advance technological society. In order to fulfill requirements of state law for the Noise Element, the following sections of the Solano County Health and Safety Element, are hereby adopted by reference:

1. Noise - Definition and Measure, pp. 63-65
2. Noise Standards, pp. 66-67
3. Present Noise Contours, pp. 67-68
4. Land Use Compatibility Chart (Table 1, p. 20)*
5. Land Use Compatibility Standards for Interior Noise in dBA (Table 2, p. 21)
6. Figure 4, Noise Contour Estimates - 1975, Highway, Railroad and Aviation Sources (after page 24)**
7. Figure 5, Noise Contour Estimates - 1975, Local Arterials

8. Figure 7, Noise Contour Projections - 1991, Highway, Railroad and Aviation Sources**
9. Figure 8, Noise Contour Projections - 1995, Local Arterials
10. Future Noise Contours, pp. 71-72**

The following sections of the Travis Air Force Base Comprehensive Airport Land Use Plan are adopted by reference:

1. Exhibit 4 - CNEL Contours (p. 13)*
2. Land Use Compatibility Guidelines (Table 1, p. 26)*
3. Methodology for Developing Noise Exposure Maps (Appendix D)
4. Noise Level Reduction Measures (Appendix F)

** Noise contours and compatibility standards for Travis AFB as shown in the Comprehensive Airport Land Use Plan supersede the contours and standards relating to Travis AFB as shown in the County's Health and Safety Element.*

The City also adopts by reference Table 4 of the Noise Analysis Technical Report prepared by the California Department of Transportation (CalTrans) in conjunction with the Draft Environmental Impact Assessment for the proposed Highway 12 widening project.

According to the Travis AFB plan, virtually of Suisun City and its Sphere of Influence east of Sunset Avenue is subject to noise in excess of 60 dBA from military aircraft using Travis AFB. In addition, most of the Lawler Ranch subdivision, Montebello Vista, and a small portion the Peterson Ranch is subject to noise levels between 65dBA and 70dBA. The extreme southeastern portion of the City and the Sphere of Influence area south of Scandia Road and north of Highway 12 are subject to noise levels between 70dBA and 80dBA. Exterior noise levels in excess of 60dBA are generally not compatible with residential development, schools, or hospitals unless interior reduction measures are included in the development design.

According to the CalTrans Study, residential units adjacent to Highway 12 currently receive noise in excess of 65dBA at only two points, both between Emperor and Woodlark drives. CalTrans projects that the proposed highway widening would, without abatement, expose virtually all adjacent residential dwelling units to exterior noise levels in excess of 65dBA between Marina Drive and Scandia Road. CalTrans proposes mitigation of this noise by the construction of sound walls when the exterior noise level is in excess of 67dBA for adjacent residential land uses.

The sections of the Health and Safety Element, Travis AFB plan, and CalTrans Study referenced above, in conjunction with policies on noise which follow, fulfill basic requirements for the Noise Element.

The major problems in controlling noise within Suisun City will be noise generated by vehicles along Highway 12 and Walters Road, railroad trains along the mainline Southern Pacific right-of-way, aircraft operations from Travis AFB and new industry.

Topography, Geology, Seismicity, and Soils.

The topography of the planning area is relatively flat, rising from the Suisun Marsh to the Fairfield city limits along the Southern Pacific Railroad. The greatest slope lies east of Walters Road, but this slope is gentle and does not pose limitations to development.

The Suisun City planning area is underlain primarily with Quaternary Bay muds and marshland deposits. These materials consist of stratified, unconsolidated organic-rich silt and clay which contain local peat, sand, and gravel. Bay muds vary in depth from two to 30 feet. These muds are in turn underlain with alluvial deposits which are as much as 100 feet deep.

The planning area is located at the northeastern fringe of the seismically active San Francisco Bay region. Within a 20-mile radius, the area could be affected by Quaternary fault displacements which have moved within the past two million years, including the Green Valley fault at Cordelia, five miles to the west, and the Rodgers Creek fault 20 miles to the west. The Lagoon Valley fault, approximately two miles to the north, and a concealed fault trace in the vicinity of Cement Hill, are considered to be inactive. However, all three of these faults must be considered as potentially active. The Green Valley fault has been active recently. Studies by the U.S. Geological Survey indicate that this fault is capable of producing moderate earthquakes at a level of 6.6 on the Richter scale. It October 1969, the Rodgers fault produced a quake with a Richter magnitude of 5.7.

In terms of hazards, moderate and severe quakes from any one of the surrounding faults could cause severe ground shaking and liquefaction within the planning area because of the underlying geology. Damage to buildings could, therefore, be considerable without proper structural support.

Hazards related to flooding have been substantially reduced with the completion of the Fairfield Streams project. Flooding along Laurel, McCoy, and Ledgewood creeks is no longer a concern.

The risk of wildfire is also low in Suisun City as natural habitats within or bordering the City are not characterized by the type of heavy brush or wooded vegetation that constitute a severe fire hazard.

Noise Goal

To reduce human exposure to noise to acceptable levels.

OBJECTIVE 1: TO ACHIEVE LEVELS OF NOISE EXPOSURE FOR VARIOUS TYPES OF LAND USES AND HUMAN ACTIVITIES SO THAT AMBIENT, STATIONARY, AND VEHICULAR NOISE WILL NOT UNNECESSARILY IMPEDE THESE ACTIVITIES.

Policies

Policy 1: Travis Air Force Base Plan. Those lands within the area covered by the Travis Air Force Base Comprehensive Airport Land Use Plan must comply with the noise and land use compatibility requirements of that plan. The Land Use Map will take into account noise contours (Figure 4 of the Airport Plan).

Those portions of the City lying within Compatibility Zone A (Figure 7), may experience noise (measured as CNEL) in excess of 60dB. Residential, educational, health, and other noise sensitive land uses may not be appropriate without noise reduction measures. Residential and educational land uses are not recommended in areas in excess of 65dB average, unless there is some unique topographic or other external factor affecting a particular site that would serve to reduce the noise level it receives to 65dB or less. If no such unique external noise reducing factor exists, the City may use a noise level of 65dB or greater as a basis for denying residential and other noise-sensitive land uses defined in the Airport Plan.

The Plan recommends the evaluation on a case-by-case basis of certain retail and commercial land uses in areas subject noise levels of 70-80dB, and generally recommends only certain manufacturing, motor vehicle, railroad, and agricultural land uses in areas subject to noise in excess of 80dB.

The City will refer to Table 1 of the Airport Plan, "Land Use Compatibility Guidelines", in determining the compatibility of land uses at various noise levels. Those land uses which may be conditionally allowed under the Guidelines will be required to adopt mitigation measures as recommended in Appendix F of the Airport Plan, "Noise Level Reduction Measures".

Policy 2: Highway 12 Setbacks. The City shall require setbacks and/or other noise mitigation measures for residences adjacent to Highway 12, along arterial streets, within the proximity of the Southern Pacific Railroad, or near any other circulation-related source of noise that may exceed the recommended exterior noise level of CNEL 65dB that are sufficient to reduce the noise level to 65dB or less.

Policy 3: Commercial Vehicles. Commercial vehicles shall be prohibited in residential areas except to make deliveries to or provide services to residences.

Policy 4: Protection of Residential Land Use from Non-Residential Noise Sources. In designating the appropriate location of commercial and industrial land uses vis-a-vis residential land uses, the City shall seek to minimize potential noise conflicts by assuring that noise received by commercial or industrial land uses does not exceed a CNEL 65dB. To ensure that recommended standards for exterior and interior noise are not exceeded, the City may require commercial and industrial developments to adopt noise mitigation measures and may require residential developments near commercial and industrial uses to mitigate potential noise exposure through site design and other appropriate measures. Mitigation measures may include restrictions on the hours of operation of certain equipment, the construction of a sound wall or earth berming to protect residential land uses from the sources of noise, minimum distance requirements for dwelling units and commercial/industrial buildings, and construction requirements to reduce interior noise levels.

Policy 5: Noise Complaints. The City shall maintain and publicize a procedure whereby residents can register noise complaints.

Safety Goal

To decrease the risk to Suisun City residents and workers from natural and human hazards to an acceptable level.

OBJECTIVE 1: TO REDUCE POTENTIAL INJURY AND PROPERTY DAMAGE FROM SEISMIC ACTIVITY.

Policies

Policy 6: Building Standards. The siting of all new land uses and the construction of all new buildings shall conform to the latest seismic requirements of the Uniform Building Code, any amendments to that code adopted by the State Building Standards Commission, and to any additional requirements imposed by the Seismic Safety Commission.

Policy 7: Site Investigation. Appropriate site investigation may be required at the outset of development projects. For lands confirmed by site investigation to be prone to ground failure, the following procedures shall be followed:

- a) All proposed site modifications, structures, roads, and utility installations will be completed according to the recommendations of a qualified civil engineer licensed by the State of California.
- b) The City may retain an independent consultant to evaluate the site investigations and professional recommendations required in 3a. The costs of such consulting services shall be borne by the applicant.

Policy 8: Specific Plan in Lieu of Site Investigation. In lieu of requiring independent site investigation, the City may elect not to approve any development applications until a more precise or specific area plan is prepared for the subject area, including a thorough analysis of ground failure potentials and recommendations for appropriate planning and engineering measures to mitigate related hazards. such studies would also provide an integrated and efficient means of environmental impact assessment.

Policy 9: Electrical Utility Lines. Except where preempted by State or Federal law, no new public or private power, water, sewer or gas lines will be permitted to identified cross ground failure areas unless reasonable alternative routes are not available or the facility design includes sufficient provisions to ensure rapid shut-off, minimum disruption of service, and minimum adverse impact on adjacent and surrounding areas in the event of seismic-induced ground failure. Lines will also be made accessible for routine maintenance and emergency repairs to minimize the potential for extended service interruption.

Policy 10: Gas and Fuel Lines. The route of the parallel PG&E high pressure gas lines and the jet fuel lines to Travis Air Force Base which lead through Old Town and along Highway 12 represent a significant potential

hazard to the community. The pipeline rights-of-way must be prohibited from construction encroachment, and the City will require dedication of right-of-way for permanent protection where they adjoin developable properties.

OBJECTIVE 2: TO REDUCE POTENTIAL HUMAN INJURY OR PROPERTY DAMAGE DURING THE MANUFACTURE, STORAGE, OR TRANSPORTATION OF HAZARDOUS SUBSTANCES.

Policy 11: Solano County plan. The policies of the Solano County Hazardous Waste Management Plan as they relate to Suisun City are incorporated by reference:

- a) No transportation of hazardous materials shall be permitted through residential areas.
- b) All hazardous wastes generated within Suisun City shall be neutralized on-site to a non-hazardous state prior to transportation off site.
- c) All hazardous waste transfer stations, disposal facilities, and residual repositories shall be sited 2,000 feet away from Travis Air Force Base accident potential zones.
- d) All hazardous waste transfer stations, disposal facilities, and residual repositories are permitted only in industrially-designated and zoned properties, in order to ensure that the impacts to residential and commercial areas are minimized.
- e) No hazardous waste storage facilities will be permitted south of Route 12 due to its proximity to the Suisun Marsh.
- f) All businesses shall describe their method of operation in their Business Management Plan to be submitted to the City and the County's Environmental Management Department for approval prior to issuance of a building permit, occupancy permit, or business license within Suisun City, unless the business obtains an exemption from the Solano County Environmental Health Department.
- g) All businesses generating hazardous wastes within Suisun City shall undergo quarterly inspections by an investigator approved by the City who shall report any findings of hazardous material mishandling to the City and the County Department of Environmental Management. Said inspections shall be paid for with fees collected from the business owner as provided by AB 2948 (Tanner Process) as established by Resolution of the Suisun City Council.

Policy 12: Mitigate Potential Effects of Exposure to Electromagnetic Fields (EMF). There is concern associated with the potential health effects that may result from electric and magnetic fields where there is an electric current, including power facilities, transmission lines, and wiring in buildings, homes and appliances. There is uncertainty within the scientific community regarding amount, longevity and levels of exposure that may be detrimental to humans and animals. However, the City will respond to public concerns that exist by considering the potential impacts of proposed land uses that are located in close proximity to electrical facilities and/or transmission lines. The City will review all development proposals and land use permit requests and determine any mitigation measures, including distance separations, that may be appropriate as part of the CEQA process.

OBJECTIVE 3: TO REDUCE POTENTIAL HUMAN INJURY OR PROPERTY DAMAGE FROM FIRES.

Policy 13: Building Standards. The City will implement Uniform Building Code requirements for fire safety, as modified for historic structures and the rehabilitation of existing buildings.

Peak load requirements are provided for adequately by the Cement Hill water treatment plant and storage facilities.

For older structures in Old Town constructed prior to modern zoning and building regulation, limitations due to inadequate fire wall construction and clearance around structures is to be considered during the revitalization and historic preservation of Old Town.

Policy 14: Subdivision Standards. The City shall implement subdivision standards regarding minimum size of water lines and pumps to ensure adequate water pressure for fire suppression. The standards for road widths established by the Transportation and Circulation Element and by City standards specifications are adequate for normal traffic conditions.

Policy 15: Zoning Standards to Ensure Adequate Clearances Around Buildings. The City will ensure that adequate spacing is provided between buildings to inhibit the spread of fires.

Discussion. *Clearances around structures are adequate for development occurring since adoption of the City's Zoning Ordinance. The ordinance requires substantial front, side and rear yard areas around all residential and many types of commercial and industrial structures. The building code prescribes various levels of additional fire retention.*

Policy 16: Intergovernmental Cooperation and Mutual Assistance Agreements. Suisun City will to continue to implement mutual assistance agreements with the City of Fairfield and Solano County for emergency services and work cooperatively with the state of California and the federal government to assure a coordinated local response to any wild fires.

Policy 17: Emergency Vehicle Access. The City shall provide for adequate emergency vehicle access in new developments. The City's subdivision standards are currently adequate to provide sufficient road widths for emergency access.

Policy 18: Landscaping. The City shall adopt standards in its development design guidelines for assuring that landscaping does not represent a fire hazard.

Policy 20: Evacuation. The City shall designate evacuation routes in the event of a large-scale or fire or other city-wide emergency requiring the evacuation of a substantial portion of the City's residents. In the event of serious emergency, the following major routes are designated for evacuation of the population:

1. Cordelia Road
2. Main Street to Fairfield via Union Street and the Highway 12 By-Pass (when constructed)
3. Louisiana Street - Marina Boulevard to Highway 12
4. Highway 12
5. Sunset Avenue
6. Railroad Avenue
7. Tolenas Avenue
8. Walters Road
9. Prosperity Lane

These streets provide for alternate major routes east, west, and north out of the community, depending on the nature of the emergency.

OBJECTIVE 4: TO REDUCE POTENTIAL HUMAN INJURY OR PROPERTY DAMAGE FROM FLOODING.

Policy 21: Development in Floodways. No development will be allowed within the 100-year floodway of creeks or drainage channels identified within Suisun City by the Federal Emergency Management Agency (Community Panel Map Numbers 060372-001-B, 060631-0244-C, and, 06031-0432-C, dated April 7, 1992).

OBJECTIVE 5: TO REDUCE POTENTIAL HUMAN INJURY OR PROPERTY DAMAGE FROM AIRCRAFT USING TRAVIS AIR FORCE BASE.

Policy 22: Development Regulation in Accident and Overflight Zones. The City will restrict land uses and the height of development according to the requirements of the Travis Air Force Base Airport Land Use Plan. The practical effect of the Airport Plan for land use and building regulations can be summarized as follows:

- a) Buildings in those portions of the City lying within Compatibility Zones A and B are limited as to height (according to Figure 5 and Appendix C of the Plan). Because the General Plan does not provide for buildings in excess of three stories (approximately 35 feet), except within the industrial land use classification, there should not be any conflict between the height requirements of the Airport Plan and the Suisun City General Plan. Even in the industrial classification, building height will not likely exceed height limits imposed by the Airport Plan. Certain appurtenant structures, such as towers, smokestacks, and antennae, may be limited in height, depending on their location.
- b) A portion of the southeast Sphere of Influence area lies within the Accident Potential Zone 1 boundary. The Airport Plan recommends that residential land uses, certain manufacturing land uses, and other land uses which have high densities of persons or animals not locate within this zone.
- c) A portion of the Peterson property is within the Aero Club Clear Zone and Approach Surface. Some structures are prohibited in these zones. Other land use and height restrictions apply to the remainder of the Peterson property as described in a) and b).

Discussion. *The compatibility requirements of the Travis Air Force Base Plan will apply to virtually any construction projects east of Sunset Boulevard to ensure that the project does not violate height or other airport-related restrictions. Developments that were approved prior to the adoption of the plan (Lawler Ranch and Montebello Vista) are exempt from the standards.*

CHAPTER X

FINANCIAL RESOURCES FOR IMPLEMENTING THE GENERAL PLAN

Introduction

The purpose of this Chapter is to identify options and establish policies for meeting the financial requirements of the General Plan. The adoption of the General Plan is only a first step. There are many requirements in the plan for public and private action, for the adoption of programs, and for community improvements. Implementing the General Plan will require a financial commitment on the part of the City, its residents, employers, and developers. There are public and private costs associated with the General Plan. The City has attempted to balance its goals for improving the community with the costs that these goals will impose on individuals and businesses.

This Chapter will address the financial resources necessary to implement those programs requiring City action or involving community facilities and services.

There are several types of costs related to the implementation of the General Plan:

- The adoption or amendment of city ordinances to comply with the provision of the plan;
- The implementation of city ordinances and the administration of the development review process;
- The installation, expansion, upgrading, and maintenance of necessary community facilities; and
- The provision of community services to new residents and workers.

Implementing The Financial Requirement of the Plan

There are four components of the City's strategy for implementing the financial requirements of the General Plan. These are briefly described below.

1. **Capital Improvement Program.** The Capital Improvement Program has been described throughout the General Plan. The CIP is the primary instrument for defining the City's facilities and services needs and for determining the costs of meeting those needs.

2. **Development Fees, Fees for Services, Assessment Districts, and Other Financing Mechanisms.** The mechanisms for raising revenues to finance needed services and facilities are developed through ordinances and procedures for establishing development fees, fees for specific services (user fees) and assessment districts. The level at which fees and assessments are determined are based on the financial requirements of the CIP (facilities) or the services provided and the level of benefit to developments and individuals receiving those facilities and services.
3. **Budgeting Process.** Funds must be allocated each year through the City's budget process to finance services and facilities. The sources of funding are determined by the mechanisms determined in Step 2 in accordance with the Capital Improvement Program.
4. **Economic and Redevelopment Strategy.** The long-term ability of the City to meet its financial needs for implementing the General Plan will depend on its ability to attract and develop a stable revenue-generating commercial and industrial base. The City has prepared a redevelopment plan and a specific plan for the Downtown/Waterfront area. These and other economic development policies of the City will be integral to the achievement of the financial resources component of the General Plan. (See Chapter II, Central Issues and Chapter IV, commercial and industrial land use policies.)

Financial Resources Goal

To assure that the City has adequate financial resources to provide services and facilities to new development and to operate and maintain existing services at acceptable levels.

OBJECTIVE 1: TO ESTABLISH FUNDING MECHANISMS TO ASSURE THAT SERVICES AND FACILITIES FOR NEW DEVELOPMENT CAN BE PROVIDED IN AN ORDERLY MANNER AND THAT, ONCE COMPLETED, NEW FACILITIES CAN BE PROPERLY OPERATED AND MAINTAINED.

Policy 1: Funding Mechanisms. The City will evaluate a range of funding mechanisms to assure that services and facilities can be provided to new development and that operation and maintenance funds are available. In many cases, property taxes generated from new development will be insufficient to cover installation, operation, and maintenance costs. The method(s) selected will depend in each case will depend on the type of

development and the type of service or facility. Whenever possible, the City will use techniques that can reduce the up-front costs of providing new services and facilities and spread these costs over a reasonable period of time. Funding mechanisms the City will evaluate include, but are not limited to:

- a. Development fees,
- b. Assessment districts,
- c. Maintenance districts,
- d. Lease-back agreements,
- e. Special taxes subject to voter approval,
- f. Developer reimbursement arrangements*,
- g. Private maintenance and operation agreements**,
- h. User fees, and
- i. Fees for services to specific groups or individuals (license fees, inspection fees, processing fees, etc.).

* A technique whereby the initial developer in an undeveloped area installs oversized facilities that will also serve other development in the future. The initial developer then receives reimbursement from subsequent developers.

** Such as through homeowner associations that operate and maintain facilities serving homes in the association.

OBJECTIVE 2: TO GENERATE SUFFICIENT REVENUE TO IMPLEMENT POLICIES OF THE GENERAL PLAN.

Policy 2: Implementation of the General Plan. The City will seek to attract a balance of land uses, according to policies in the Land Use and other elements of the Plan, that can provide for sufficient City revenues to implement the General Plan. This balance will be achieved by assuring sufficient land zoned to meet the housing needs of all economic segments of the community, land zoned for retail commercial uses to increase the City's sales tax base, and land zoned for other commercial and industrial uses to improve the City's property tax base. A balance of housing, commerce, and industry will also improve job opportunities for Suisun City residents, increase their economic productivity, and reduce their reliance on governmental support programs.

Many of the implementation measures in the General Plan are of a regulatory nature and will require the City to incur administrative expenses. The City must assure that its development policies will lead to a balanced community

that generates sufficient revenues. User fees and fees for services that enable development to take place, such as administering and updating the General Plan, compliance with standards and ordinances, processing of permit requests and plan checking and inspection services will be implemented. These will be reviewed periodically to ensure that full cost recovery is being achieved.

OBJECTIVE 3: TO ASSURE THAT THE CITY CAN GENERATE SUFFICIENT REVENUE TO IMPLEMENT ITS CAPITAL IMPROVEMENTS PROGRAM AND FULFILL OTHER COMMUNITY FACILITIES NEEDS.

Policy 3: CIP. The City will identify purchases of equipment, installation of facilities, and street and traffic improvements that are necessary to carry out its development policies through the adoption of the Capital Improvements Program. The C.I.P. will be periodically updated and will identify the funding needed and potential sources of revenue for each item in the program.

Policy 4: School Financing. Suisun City will require that new residential subdivisions annex into Fairfield-Suisun Unified School District's Community Facilities District #5, or establish an equivalent financing mechanism that will ensure full funding of the school facilities (elementary, middle, and high schools) needed to serve new residential developments. This policy does not apply to housing constructed in Redevelopment Parcel "C" (Figure 2-5 of the Downtown/Waterfront Specific Plan. The needs of these housing units will be served by existing school facilities.

Policy 5: Wastewater Treatment. The City will continue to implement the development fees, user charges and other funding mechanisms adopted by the Fairfield-Suisun Sewer District to provide for adequate wastewater collection and treatment facilities.

Policy 6: Water Facilities. The City will continue to implement the capital program and financing mechanisms adopted by the Suisun-Solano Water Authority to provide quality water treatment facilities.

CHAPTER XI

PLAN INTERPRETATION AND ADMINISTRATION

Introduction

In the administration and interpretation of the General Plan, it must be understood that the entire text of this report and the General Plan Diagrams which accompany it constitutes the Suisun City General Plan. While the Plan Diagrams will probably be referred to most frequently by the public, these Diagrams cannot be interpreted without referring to the text.

The wide range and complexity of subject matter covered by the General Plan is presented in a format which is intended to describe policies and proposals among, as well as within, various elements of the General Plan. Interrelationships are not always easy to discern through lay interpretation, however. When questions of interpretation arise, the City Planning Department should prepare written interpretations for review with planning and legislative bodies. Over time, these interpretations will constitute a body of opinion and a record for consistent application as the Plan is carried out. Written interpretations will also be valuable to the process of annual review of the General Plan, providing the basis for possible amendments which require public hearings and adoption.

The word "general" is a key to understanding the nature of policies and proposals of the General Plan. It implies overall agreement on major questions while incorporating flexibility to respond to changing needs; it implies variation and encourages innovation while working toward the achievement of common goals; and it implies adjustment of policies and proposals as future conditions may dictate. A properly administered general plan demands that reasonableness be applied to permit flexibility, variation, and adjustment as long as the integrity of basic policies is maintained.

Plan Implementation

The following sections describes the major tools required for implementing the General Plan. They include the management process, preparation of more specific plans as a basis for public actions, the financial plan, and development regulations (zoning, subdivision, and building regulations).

Amendment of the General Plan

Each Element of the General Plan may be amended up to four times per year. There are several types of amendments to the General Plan, but the amendment procedure is the same. Either the City, another public agency, or a private individual can propose an amendment to the General Plan. Below are some of the possible types of General Plan amendments:

1. Text amendments which do not alter General Plan policies or standards,
2. Text amendments which alter one or more General Plan policies or standards but which do not change any of the land use designations,
3. Text amendments which add, delete, or change land use designations,
4. Map amendments which change or adjust the boundaries of a land use designation for a specific parcel of land (typically at the request of the property owner), and
5. Map amendments which change land use designations for a substantial portion of the City.

The City does not anticipate that amendments to the General Plan over the next ten years would represent substantial changes to the Plan, but minor policy revisions or map adjustments.

A proposal to amend the General Plan must be submitted to the Planning Director, who will review the proposed amendment and submit a report with recommendations to the Planning Commission. The Director will require that proposals which could have environmental implications not covered by the General Plan environmental assessment be accompanied by an environmental assessment or EIR.

The Planning Commission is responsible for reviewing proposed changes to the General Plan and considering the Planning Director's recommendations. The Commission would then forward its own recommendation to the City Council.

The City Council will make the final decision to accept, modify, or reject the proposed General Plan amendment.

Amendments to the General Plan will only be permitted if under the following circumstances. The City would need to adopt findings indicating which of these circumstances warranted the amendment of the General Plan.

1. Changes in the City, its economy, or the surrounding environment warrant a change in General Plan,
2. A proposed changes will better achieve the goals of the Plan,
3. A proposed changes will not create an internal inconsistency in the General Plan,
4. The City can provide services and facilities to a proposed land use change, and
5. The proposed amendment will not create unavoidable and significant environmental impacts that are not warranted by clear, overriding considerations.

The Management Process

Limitations imposed upon the timing and extent of development has often become a complicated process in California cities in recent years. The process envisioned for Suisun City is based on the premise that complications can be avoided by the manner in which the process operates.

Interpreting the General Plan. The Planning Director is responsible for interpreting applications of the General Plan Text and Map for all properties covered by the Plan, including the determination of General Plan land use boundaries and specific land use permitted in each General Plan category. The Planning Director is also responsible for interpreting the definition of terms and procedures to be used in implementing the General Plan. Part of this responsibility is to develop standard procedures for making such definitions.

When the interpretation of the General Plan could have substantial policy implications, the Planning Director may refer a definitive interpretation to the Planning Commission or City Council. The Planning Director's interpretation of the General Plan will be based on the specific standards and listing of permitted uses adopted by the City in its Zoning Ordinance.

Review of Development Proposals. The Planning Director is responsible for reviewing specific development proposals for their compliance with the General Plan and City codes and ordinances adopted to implement the Plan. The Planning Director prepares a report and recommendation to the Planning Commission regarding such proposals.

Development proposals typically are reviewed on a case-by-case basis through the administration of the subdivision and Zoning Ordinances. This approach makes it difficult to envision the full implications of all such developments during a given year for fiscal policy of the City. One way to avoid conditions which may result in the unavailability of needed services, or in strain on City operations after residential occupancy, is to plan for all needs on a multi-year basis through the Capital Improvement Program.

Environmental Review. Part of the Planning Director's responsibility is to ensure that development proposals are consistent with environmental mitigation policies of the General Plan. This evaluation is accomplished by the preparation of an environmental checklist and, if necessary, an Environmental Impact Report (EIR). Specific mitigation measures for individual development proposals can then be prepared to ensure compliance with the overall environmental policies of the General Plan. EIR's and mitigation measures would for individual development proposals would be prepared only when the General Plan environmental assessment and mitigation measures do not adequately address a development-specific impact.

The Role of the Planning Commission. The role of the Planning Commission in this process is to review all development proposals to determine their conformity with policies of the General Plan; to list and classify development proposals; and to recommend a coordinated program of public works for the ensuing fiscal year. Public agencies, including school districts and other special districts, by law must submit their capital improvements projects to the City for such review. Thus, the local planning agency becomes an important tool of governmental management, assisting the legislative body and operating departments (through the City Manager) in carrying out their most vital and difficult responsibilities.

Role of the City Council. The City Council is the final decision-making body with respect to compliance of development proposals with the General Plan. The Council's role will focus on substantive policy issues with respect to compliance of development proposals with the General Plan.

Preparation of Specific Plans and Project Plans

Specific plans may be required as a basis for implementing important policies and proposals of the General Plan. A specific plan has already been prepared for the Old Town and waterfront area, and additional plans may be required for large development projects with complex planning concerns. (See Chapter IV, Policy 4).

Redevelopment Plan

The City's Redevelopment Plan is an important tool for upgrading existing neighborhoods. As with specific plans, the redevelopment plan is a tool for implementing a defined portion of the General Plan. In this case, the downtown and waterfront area are the primary focus of redevelopment efforts in Suisun City. The purpose of the redevelopment plan is to attract economic development to an area of the City characterized by blighted conditions. The plan is primarily an economic development and financial plan rather than a land use plan; accordingly, the Redevelopment Plan has adopted the General Plan's Land Use Element and the Specific Plan as its land use policy. The Redevelopment Plan is an implementation tool, therefore, to assist the City in realizing the financial and economic development goals of the General Plan.

Development Regulations

The Zoning and Subdivision Ordinances. The City's zoning and Subdivision Ordinances are the primary regulatory tools for implementing the General Plan. The City will need to review these two ordinances to ensure their consistency with the policies of the Plan. The Zoning Ordinance contains specific standards and requirements for permitted land uses, land use densities, and permit procedures. The Zoning Ordinance also defines land use terms that are important to interpreting the General Plan.

The Subdivision Ordinance contains the City's procedural and substantive requirements for parceling and improving land.

Planned Unit Development Permits. To accommodate building and site design flexibility, an important goal of the General Plan, the City has established a planned unit development permit process. The purpose of this process is to allow for some departure from the literal interpretation of the General Plan so long the as the resulting development provides a superior level of performance and environmental quality. Planned unit developments are evaluated according to the same procedures as other development permits. The City will require specific site and building design details, however.

Building, Housing, and Fire Protection Codes. Up-to-date building, plumbing, and electrical codes are important measures toward avoiding further expansion of blighted housing conditions. These codes establish minimum standards for structural strength, plumbing and electrical installations, and fire protection. Potential Zoning Ordinance violations can be discovered and corrected in the process of checking building plans and initial field inspection prior to construction. Quite often, advice and counsel can be given which will result in lower costs and better construction.

The housing code is a means of securing proper light and ventilation, basic sanitary and heating equipment, and minimum space requirements per occupant. A building may be structurally sound and yet lack basic facilities and equipment for a healthful living environment. The housing code will assure gradual upgrading of older homes and prevention of the spread of blight.

Design Guidelines. The City implements the specific urban design policies found in the Community Character Element (Chapter III) through a series of design guidelines (Development Guidelines for Architecture and Site Planning). The Development Guidelines document addresses the physical layout of new development projects, the relationship and orientation of buildings on site, the appearance of buildings, landscaping expectations, the use of signs, street design and layout, and other aspects of site and architectural design.

CHAPTER XII

ENVIRONMENTAL CONDITIONS AND MITIGATION MEASURES

This section of the General Plan will serve as the City's environmental assessment. Policies to address environmental issues and mitigation measures have been included in the other elements of the General Plan. The purpose of this Element is to summarize those issues.

The Environmental Impact Assessment (EIA) contained in this chapter has been prepared pursuant to the provisions of Sections 15080 and 15148 of Article 9, Chapter 3, Title 14 of the Natural Resources Code, which set forth requirements for compliance with the California Environmental Quality Act. These sections describe the requirements for Initial Study and for an EIR as part of the General Plan.

Potential significant effects were identified in preparing the Checklist for Initial Study contained in Appendix "A." These potential effects are summarized as follows:

1. Impacts on population growth and capability to provide public services.
2. Impacts on traffic.
3. Impacts on jurisdictional patterns of public service.
4. Impacts on the Suisun Marsh Protection District.
5. Impacts on air quality.
6. Impacts of noise.

These and other potential environmental effects were considered throughout all phases of General Plan preparation. From this process, policies and proposals emerged which would avoid or adequately mitigate potential adverse significant physical effects on the environment. From the description contained in this chapter, it is concluded that the General Plan will not have a significant effect on the environment and that a Negative Declaration should be prepared. A Negative Declaration is justified because the policies contained in this updated General Plan do not have the potential to create any substantially greater adverse impacts than the policies contained and evaluated in the previous General Plan.

Environmental Setting

The following description provides highlights of the City's environmental characteristics. For a more complete discussion, refer to the Draft and Final EIR for the 1991 Downtown/Waterfront Specific Plan Amendments.

Suisun City and its sphere of influence lies on approximately 3,000 acres of what was formerly pasture and marshlands. The City is located at the southwestern edge of what has become an increasingly urbanized part of central Solano County containing Suisun City, Fairfield, Vacaville, and Travis Air Force Base and with a population of over 180,000 residents. Of the developed portions of the City, land uses are primarily are residential and commercial.

The Specific Plan EIR and amendments describes the land use and environmental setting for Suisun City. The City lies on low-lying ground at the northern edge of Suisun Slough. The three major types of vegetation within the planning area are marsh and wetlands vegetation, weedy vegetation, and urban landscape vegetation. (See Section 3.5 of the 1991 Specific Plan Amendments for a complete explanation of vegetation within the Planning Area.)

Suisun City is characterized by flat topography. There are no significant geologic features that are evident from the surface. The City have developed on a wide floodplain/marshland of mud and clay that varies in depth from two to 50 feet. Bedrock is deeply buried over fifty feet below the surface. Bay mud is underlain by stiff alluvial clay. The City's predominant surface characteristics mean that development must accommodate the high expansion potential of the soil and its slow drainage and run-off characteristics. Although most of the City west of Sunset Boulevard is within a 100-year floodplain, the potential for flooding has been substantially reduced with the channeling of natural drainage courses as part of the Fairfield Streams Project.

Although no known faults cross Suisun City or its Sphere of Influence, there are several faults within the vicinity of the City--Green Valley and Cordelia, that have the potential of creating moderate to substantial seismic activity. Because of the deep Bay mud, Suisun City could experience moderate to severe shaking from more distance faults, including the San Andreas Fault, the Hayward Fault, the Healdsburg-Rodgers Creek Fault, and the Calaveras Fault. (See Section 3.1 of the 1991 Specific Plan Amendments for further information.)

Project Description

The project is described in Chapter I of this document, with additional description provided for each of the separate General Plan Elements in Chapters III through IX.

The Environmental Setting

See the following pages of the General Plan:

- pp. 23-48 (population and housing -- Housing Element)
- pp. 53-60/Appendix A . . . (transportation)
- pp. 77-83 (environmental setting)
- pp. 78-108 (geologic and landscape features)
- pp. 78 (archaeological and historic features)
- pp. 79 (water quality)
- pp. 79-81 (air quality)
- pp. 81-82 (fish and wildlife habitat)
- pp. 88-89 (water-sewer-drainage)
- pp. 94-96 (recreation)
- pp. 106-109 (noise)
- pp. 108-109 (seismic and geologic hazards)
- pp. 114 (flooding)
- pp. 116-117 (fiscal impacts)

Significant Environmental Effects and Mitigation Measures

Potential significant effects (as listed previously) and mitigation measures proposed to avoid such effects or reduce them to acceptable levels are summarized below, along with reference to the sections of the General Plan document where a more complete description is provided.

Impacts on Population Growth and Capability to Provide Services. Because the City is near residential build-out, having achieved nearly 80 percent of its residential development potential, remaining population growth anticipated under the General plan will have only minor impacts on the City's ability to provide facilities and services. Residential build-out is anticipated over a ten year period, which is an adequate period of time for the City to provide necessary services and facilities. To assure capability to provide public

services, growth management policies require that basic services will be available to residents of new housing at or shortly after the time of occupancy. To achieve this objective, the City has adopted development fees and prepared a Capital Improvement Program to assure that water, sewer, street, emergency, recreation, and other municipal services and facilities are available. (See Chapter II, Central Issues, and the Community Facilities and Services Element.)

Impacts on Traffic. Impacts on traffic primarily concern State Highway 12, Old Town, and Sunset Avenue (see Circulation Element). The most immediate traffic relief will occur with the widening of Highway 12 between Marina Boulevard and Walters Road. Further relief from local traffic congestion will be provided by planned the expansion of Sunset Avenue, Marina Boulevard, Walters Road, and Scandia Road to four lanes; the construction of a by-pass road around Old Town; and the extension of several other local streets. Specific environmental assessments will be conducted for each project.

Impacts on the Suisun Marsh Protection District. The potential for adverse impacts on the Marsh Protection District has been avoided by the de-annexation of almost all lands within District boundaries and by policies of the Open Space and Conservation Element (see Policies Related to Land, Water, and Biological Resources in this element). De-annexation of Marsh lands has placed them under the jurisdiction of Solano County. This in turn assures consistent application of policies and regulations for Marsh protection in the vicinity of Suisun City, while minimizing the extent of Suisun City's responsibility for Marsh protection. The Open Space and Conservation Element contains additional policies which assure that development at the interface of the City and the Marsh is designed to minimize adverse impacts on the Marsh environment.

Impacts on Air Quality. Potential impacts are those which might occur from mobile and stationary sources of emission. Emissions from stationary sources are not expected to be significant as the General Plan does not project that new industrial or commercial uses will be of the type that emit substantial airborne pollutants. Any such uses will be required to obtain necessary permits from the air pollution control district and meet the emission standards of the district. Regulations covering emissions from stationary must meet stringent regulations for New Source Review by the Bay Area Regional Air Pollution Control District and the Environmental Protection Agency. Mitigation of existing levels of emissions which periodically result in the violation of state and federal standards for oxidant and particulates is provided by emission control strategies of the Bay Area Air Quality Maintenance Plan.

Mitigation of emissions from mobile sources will occur gradually from greater numbers of vehicles with emission control systems. The population projection of approximately 32,000 people provides an important overall limit to emissions resulting from urban expansion. Air pollution from motor vehicles will be mitigated in three ways:

- Through implementation of the Solano County Congestion Management Plan (see the Circulation Element);
- Through state monitoring of compliance with the smog check program, and;
- Through the gradual replacement of older, more polluting automobiles with newer automobiles that emit fewer pollutants.

Impacts of Noise. The primary sources of noise within the Planning Area are from vehicle traffic, railroad traffic, and aircraft operations at Travis Air Force Base. Policies and proposals for Noise Control are described in the Noise and Safety Element. Mitigation of noise impacts from Travis Air Force Base will be achieved through the implementation of the Travis Air Force Base Comprehensive Airport Land Use Plan. The City's General Plan policies require that new noise sensitive land uses, such as residences, schools, and hospitals, avoid area identified in the Travis Air Force Base Plan as experiencing noise in excess of 65 dBA. CalTrans has identified those land uses adjacent to Highway 12 which are currently or are projected to experience noise in excess of its abatement standards and will construct sound walls to reduce the noise from vehicles on Highway 12.

ALTERNATIVES

No Project Alternative

The alternative of "no project" is infeasible because state law mandates the preparation and adoption of the General Plan.

No Development Alternative

One potential alternative to be evaluated would be a "no development alternative" -- that is, an assumption that Suisun City maintains the present amount, type, and distribution of development. This alternative is not a feasible for the City to pursue for three reasons:

- State law requires that City designate sufficient land to meet its regional share of housing and to plan for the development of such housing;
- In order to prevent deterioration of existing neighborhoods and commercial areas, the City must continue its redevelopment programs. A critical component of successful redevelopment is the removal of dilapidated housing, and state law requires that this housing be replaced; and
- The City could not sustain itself financially without additional commercial services and an expanded commercial and industrial tax base.

Alternative Population Futures

Population alternatives are shown in Appendix B as considered by the City. These alternative were developed by projecting the population at build out based on existing approved development plans and low, medium, and high density alternatives for remaining vacant residential land. The alternative selected is shown on page 79 of the Housing Element and was selected as the best alternative to meet the City's state mandate to accommodate the housing needs of all income groups according to its regional housing allocation calculated by the Association of Bay Area Governments.

Alternative Land Use Configurations in Relation to Other Elements of the Plan

The potential for alternative land use configurations, and consequent alternatives for transportation and provision for municipal services and facilities, is extremely limited because 80 percent of the residentially-designated land is development, under development, or committed to approved development projects. The number of vacant commercial sites not approved for specific developments is also limited (small parcels of land are located mainly along Railroad Avenue). Minor alternatives are described in the Land Use Element (Chapter IV).

Given the well established pattern of streets and Highway 12, the Southern Pacific Railroad, and the location Travis Air Force Base, the City of Fairfield, and the Suisun Marsh, any changes in the configuration of land use within the City limits would have to be relatively minor. Substantial changes in land uses would disrupt existing City neighborhoods.

There are only three relatively large undeveloped and uncommitted areas of land within the City's Sphere of Influence which present the potential for land use changes. The first area is located between Scandia Road and Highway 12, southwest of Travis Air Force Base. Alternative land uses for this site will be severely limited under the Travis Air Force Base plan because the site is exposed to aircraft noise levels in excess of 70dBA, and portions of the site are located within the Air Base's accident potential and clear zones. The combination of these factors will restrict this site to relatively low-density commercial or industrial uses.

The development of the second property, Peterson Ranch, will also be restricted due to noise and accident potential considerations. The City has targeted that portion of the site which is developable to help meet the City's housing needs, as required under state law, and to provide a location for a school.

The third site, the Gentry-Pierce property, is located south of Highway 12 and west of the Southern Pacific Railroad. This is the least restricted site with respect to airport noise and hazards, but it is the only remaining large site that is highly suitable for mixed commercial and industrial uses, owing to its proximity to a state highway, railroad line, and the Solano business park. Although alternative land uses, such as residential uses, are technically feasible on this site, a mixture of commercial and industrial land uses are considered most appropriate in light of surrounding land uses. Open space, agriculture, or recreation-oriented land use are also physically feasible but not economically viable in light of the City's desire to increase local employment opportunities and stabilize its revenue base.

Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

With only a possible exception of the secondary impact which forecloses the opportunity to preserve scattered remaining agricultural acreage, there are no long-term cumulative effects which can be expected to adversely affect the environment.

As described in Chapter II, commitments to urbanization through subdivision activity have bracketed remaining agricultural land in small pockets. Much of the remaining acreage is uncultivated, awaiting conversion to urban use. Although agriculture is an appropriate interim use of the lands described within the City's Sphere of Influence, the proximity of these areas to urban land uses makes the long-term economic viability of agriculture questionable. These lands are needed to meet the City's housing and economic objectives, and their development for urban purposes presents an opportunity reduce

development pressures on open space and agricultural lands elsewhere in Solano County.

Policies of the General Plan actually improve upon past policy with respect to grazing lands adjacent to Travis Air Force Base. Lands which lie within the Travis Air Force Base easement have been designated for industrial use for many years by the Solano County General Plan. This designation has been changed to Agricultural Open Space as a more appropriate long-term use of the property.

The proposed project (General Plan Amendments) is needed now because the policies of the previous General Plan do not address the current issues and concerns of the City as it reaches build-out and the resident and worker population of 36,700 by the year 2010.

Significant Irreversible Environmental Changes Which Would be Involved if the Proposed Action Should be Implemented

Irreversible commitments of land resources would be involved if the General Plan is implemented. Such commitment would be in the form of converting remaining pockets of agricultural and open land urban use, as described in Chapters II and III. Approximately 300 acres of land would be converted to urban uses between 1991 and 2010. As described previously, these lands have limited economic potential for continued agricultural use because of the pattern of urbanization over the past ten years.

Growth-Inducing Impact

Growth-inducing impacts are described in Chapter II in relation to alternative population futures. Impacts are further described under the separate elements of the General Plan in relation to residential, commercial, and industrial land requirements, transportation, water-sewer-drainage, housing, and environmental resources. Primary mitigation of growth-inducing impacts beyond the 32,000 population holding capacity of the Plan is provided by barriers to further urban expansion - Travis Air Force Base, the City of Fairfield, and the Marsh Protection District. Mitigation of impacts that could occur during build-out to a population of 32,000 is provided by growth-management policies of the General Plan.

Effects Found Not to be Significant

Effects found not to be significant are described briefly in Appendix "D" -
NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT.

Organizations and Persons Consulted

The following organizations were consulted at different times throughout General Plan preparation, either by the City's staff or its planning consultant.

1. Suisun City Planning Commission
2. Suisun City Council
3. Suisun City Redevelopment Agency
4. Fairfield Planning and Development Services Department
5. Solano Irrigation District
6. Solano County Transportation Commission
7. Solano County Planning Department
8. Travis Air Force Base
9. San Francisco Bay Conservation and Development Commission
10. Association of Bay Area Governments
11. U.S. Department of Housing and Urban Development
12. Suisun City Housing Authority
13. State Department of Housing and Community Development
14. State Office of Planning and Research
15. California Department of Transportation
16. California Resources Agency
17. Yolo-Solano Air Pollution Control District
18. Bay Area Regional Air Pollution Control District

APPENDIX A

STREETS EXCEEDING OR PROJECTED TO EXCEED LEVEL OF SERVICE "C"

1987 Street System	
Street Segment	1987 Level of Service
State Route 12, Village Drive to Sunset	E
Sunset Avenue, State Route 12 to Merganser Drive	D
Sunset Avenue, Canvasback Drive to Railroad Avenue	F
Sunset Avenue, Railroad Avenue to Travis Boulevard	F
1987 Street System, Projected Traffic Volume 2001	
Street Segment	Projected Level of Service - 2001
State Route 12, Pennsylvania Intersection	D
State Route 12, Marina Boulevard to Walters Road	F
Cordelia Road at Pennsylvania Intersection	D
Main Street	D
Railroad Avenue, Main Street to State Route 12 Et	D
Marina Boulevard, State Route 12 to Buena Vista Avenue	F
Village Drive, State Route 12 to Alexander Way	D
Sunset Avenue, State Route 12 to Merganser Drive	F
Sunset Avenue, Canvasback Drive to Travis Boulevard	F
Walters Road, State Route 12 to Montebello Drive	D
Walters Road, Montebello Drive to Prosperity Lane	E
Walters Road, Prosperity Lane to East Tabor Avenue	F
Proposed 2001 Street System, Projected Traffic Volume 2001	
Street Segment	Projected Level of Service - 2001
State Route 12, Sunset Avenue to Marina Boulevard	E
Marina Boulevard, State Route 12 to Buena Vista Avenue	D
Railroad Avenue, at Sunset Avenue Intersection	D
Railroad Avenue, Blossom Road to Worley Road	D
Railroad Avenue, Worley Road to East Tabor Avenue	E

APPENDIX B

RESIDENTIAL DEVELOPMENT AND POPULATION PROJECTION ALTERNATIVES

Additional Development Potential 1991-96

Density Types	Alternative 1		Alternative 2A		Alternative 2B	
	DUs/Ac	DUs	DUs/Ac	DUs	DUs/Ac	DUs
Mapped Projects**	(8)	1000	(8)	1000	(8)	1000
Downtown/Waterfront	—	200	—	200	—	200
Medium Density	(18)	816	(13)	590	(18)	508
High Density	(21)	255	(18)	220	(21)	255
Peterson Ranch***	N/A	N/A	N/A	N/A	(3)	800
Total Dwelling Units		2,271		2,010		2,763
Additional Population*		7,270		6,430		8,840
1/1/91		<u>23,550</u>		<u>23,550</u>		<u>23,550</u>
1/1/96 Population		30,820		29,980		32,390

** Includes Heritage Park, Lawler Ranch, and Montebello Vista.

*** Assumes a mixture of single and multifamily on developable portion of site.

* Based on an average household size of 3.2.

Explanation of Alternatives

Alternative 1 assumes development at maximum allowed zoning density for residentially-zoned properties under development and vacant and the rezoning of two commercial vacant parcels along Railroad Avenue. Alternative 2A assumes development at less than maximum allowed density with the rezoning of additional commercial properties along Sunset Avenue. Alternative 2B assumes development at maximum allowed density for some residentially-zoned properties, the rezoning of two commercial properties along Railroad Avenue, and the development of the Peterson Ranch with a mixture of single family and multifamily dwelling units (up to 800 dwelling units).

APPENDIX C

COMMERCIAL/INDUSTRIAL DEVELOPMENT ALTERNATIVES*

Land Use Alternatives

	#1 No Further Development	#2 Current General Plan	#3 Proposed General Plan	#4 Complete Build Out **
Square Feet	918,558	3,000,000	3,000,000	4,500,000
Jobs	2,454	7,500	7,500	11,250

* 1991-2010

** Excluding Urban Reserve lands, which are not projected to develop until after 2010. Assumes a more intensive development pattern than currently anticipated for all available lands.

APPENDIX D

NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

1. Initial Study.
2. Resolution No. 92-35 Certifying Review and Consideration of the Negative Declaration of Environmental Impact; Adopted May 19, 1992.
3. Notice of Determination.

NEGATIVE DECLARATION

Lead Agency: Suisun City
Redevelopment Agency Department
701 Civic Center Drive
Suisun City, CA 94585
(707) 421-7335

Contact Person: Thomas E. Bland, Planning Director

The Planning Director of the City of Suisun City has determined that the project described below and further defined and discussed in the attached Initial Study will not have a significant effect on the environment and that no effects will be generated by this project that will require mitigation or further monitoring, beyond the scope of the project.

PROJECT DESCRIPTION:

Project Name: Suisun City General Plan.
Location: City-wide.
Applicant: Suisun City Redevelopment Agency.
Project: Update of the 1979 Suisun City General Plan.

An Environmental Impact Report was required by the California Environmental Quality Act (CEQA) and a final EIR was certified Suisun City, September, 1979 for the 1979 General Plan. A final EIR was certified by Suisun City for the Downtown/Waterfront Specific Plan in July 1983 and for an amendment to the Plan in July 1991. The environmental impacts discussed in the updated General Plan were addressed in these previous EIRs. Additional mitigation measures have been incorporated into the policies of this updated General Plan.

This environmental review process and Negative Declaration filing is pursuant to Title 14, Division 6, Chapter 3, Article 6, Section 15070 of the California Administrative Code.

A copy of this document may be reviewed at the City of Suisun City, Planning Division, 701 Civic Center Drive, Suisun City, California.

ATTACHMENT A

DISCUSSION OF INITIAL STUDY

Project Description

The project consists of an updated General Plan for the City of Suisun City. The update is based on a General Plan prepared in 1979 and incorporates land use and related policy changes from a specific plan prepared for the Downtown/Waterfront area in 1983, as amended in 1991.

The General Plan has several components:

- a community character element,
- a land use element,
- a housing element,
- a circulation element,
- an open space and conservation element,
- a municipal services element,
- a noise and safety element,
- a financial resources element, and
- an environmental element.

The General Plan is a policy plan to guide the physical, cultural, and economic development of the community, to protect important natural resources and habitats; to protect Suisun City residents from excessive noise and unnecessary hazards from natural and human sources, and to accommodate the housing needs of present and future residents. Negative environmental impacts related to the implementation of the General Plan will be mitigated or non-existent. The policies in the updated General Plan do not commit the City to make substantial changes in land use patterns or densities from those envisioned in the 1979 General Plan and the 1991 Downtown/Waterfront Specific Plan.

Rather, the 1992 General Plan update is a technical revision of the 1979 General Plan that refines the City's environmental protection and development policies through the year 2010.

Any site-specific significant and adverse environmental impacts not addressed in the General Plan and arising from a development proposal would be addressed by an environmental assessment for that proposal. Any significant and adverse environmental impacts arising from a proposed amendment to this General Plan would be addressed in an environmental assessment of that amendment.

REFERENCES

Suisun City General Plan, October 1979.

Suisun City draft General Plan, Feb. 1992.

Suisun City Downtown/Waterfront Specific Plan Amendment, Final Environmental Impact Report, July 1991.

Solano County Airport Land Use Commission, *Comprehensive Airport Land Use Plan--Travis Air Force Base*, January 1990.

Solano County Open Space Plan, May 1981.

Health and Safety Element, Solano County General Plan, May 1977.

Flood Insurance Rate Map, Suisun City, Community Panel #060372-0001-B, Federal Emergency Management Agency, June 1982.

APPENDIX I

ENVIRONMENTAL CHECKLIST FORM

I. Background

- | | |
|---|---|
| 1. Name of Proponent: | Suisun City Redevelopment Agency |
| 2. Address and Phone Number of Proponent: | 701 Civic Center Drive
Suisun City, CA 94585
(707) 421-7335 |
| 3. Date of Checklist Submitted: | March 10, 1992 |
| 4. Agency Requiring Checklist: | Suisun City Redevelopment Agency |
| 5. Name of Proposal, if applicable: | 1992 General Plan update |

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

- | | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|---|------------|--------------|-----------|
| 1. Earth. Will the proposal result in: | | | |
| a. Unstable earth conditions or in changes in geologic substructures? | — | — | <u>X</u> |
| b. Disruptions, displacements, compaction or over-covering of the soil? | <u>X</u> | — | — |
| c. Change in topography or ground surface relief features? | — | — | <u>X</u> |
| d. The destruction, covering or modification of any unique geologic or physical features? | — | — | <u>X</u> |
| e. Any increase in wind or water erosion of soils, either on or off the site? | — | — | <u>X</u> |
| f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | — | <u>X</u> | — |
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | — | — | <u>X</u> |
| 2. Air. Will the proposal result in: | | | |
| a. Substantial air emissions or deterioration of ambient air quality? | — | — | <u>X</u> |
| b. The creation of objectionable odors? | — | — | <u>X</u> |

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	<u> </u>	<u> </u>	<u> X </u>
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	<u> </u>	<u> </u>	<u> X </u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<u> </u>	<u> X </u>	<u> </u>
c. Alterations to the course or flow of flood waters?	<u> </u>	<u> </u>	<u> X </u>
d. Change in amount of surface water in any water body?	<u> </u>	<u> </u>	<u> X </u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	<u> </u>	<u> </u>	<u> X </u>
f. Alteration of the direction or rate of flow of ground water?	<u> </u>	<u> </u>	<u> X </u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<u> </u>	<u> </u>	<u> X </u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	<u> </u>	<u> </u>	<u> X </u>
i. Exposure of people of property to water related hazards such as flooding or tidal waves?	<u> </u>	<u> </u>	<u> X </u>
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	<u> </u>	<u> </u>	<u> X </u>
b. Reduction of the numbers of any unique, rare or endangered species of plants?	<u> </u>	<u> </u>	<u> X </u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	<u> </u>	<u> </u>	<u> X </u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
d. Reduction in acreage of any agricultural crop?	___	<u>X</u>	___
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	___	___	<u>X</u>
b. Reduction of the numbers of any unique rare or endangered species of animals?	___	___	<u>X</u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	___	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	___	___	<u>X</u>
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?	<u>X</u>	___	___
b. Exposure of people to severe noise levels?	___	___	<u>X</u>
7. Light and Glare. Will the proposal produce new light or glare?			
	___	___	<u>X</u>
8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?			
	___	___	<u>X</u>
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	___	___	<u>X</u>
10. Risk of Upset. Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	___	___	<u>X</u>
b. Possible interference with an emergency response plan or an emergency evacuation plan?	___	___	<u>X</u>

	Yes	Maybe	No
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<u>X</u>	_____	_____
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	_____	<u>X</u>	_____
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	<u>X</u>	_____	_____
b. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	_____	_____
c. Substantial impact upon existing transportation systems?	_____	_____	<u>X</u>
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	_____	<u>X</u>
e. Alterations to waterborne, rail or air traffic?	_____	_____	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	_____	<u>X</u>
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	<u>X</u>	_____	_____
b. Police protection?	<u>X</u>	_____	_____
c. Schools?	<u>X</u>	_____	_____
d. Parks or other recreational facilities?	<u>X</u>	_____	_____
e. Maintenance of public facilities, including roads?	<u>X</u>	_____	_____
f. Other governmental services?	<u>X</u>	_____	_____
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	<u>X</u>	_____	_____
b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?	<u>X</u>	_____	_____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Electrical?	—	—	<u>X</u>
b. Gas?	—	—	<u>X</u>
c. Sewer?	—	—	<u>X</u>
d. Solid waste disposal?	—	—	<u>X</u>
e. Telephone?	—	—	<u>X</u>
f. Other?	—	—	<u>X</u>
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	—	—	<u>X</u>
b. Exposure of people to potential health hazards?	—	—	<u>X</u>
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	—	—	<u>X</u>
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	—	—	<u>X</u>
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	—	—	<u>X</u>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	—	—	<u>X</u>
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	—	—	<u>X</u>
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	—	—	<u>X</u>

III. DISCUSSION OF ENVIRONMENTAL EVALUATION

11. Population. This updated General Plan does not propose any substantial overall changes in land use patterns or densities. The projected resident and worker population at build-out is substantially higher than under the 1979 General Plan (32,000 rather than 25,000 in the 1979 General Plan). This is due to two factors: 1) the 1985 amendment to the General Plan, providing for the annexation of the Lawler Ranch, which was not envisioned in 1979; and, 2) most of the land within the City's existing Sphere of Influence will be annexed and developed by the year 2010, sooner than envisioned in 1979. To meet the City's state-mandated responsibility for accommodating its share of the Bay Area region's housing needs, the City is proposing to redesignate one parcel of residential land and two parcels of commercial land for multifamily development. Although these specific proposals do represent land use changes, these changes are not substantial in terms of the overall impact of the General Plan on the environment.

The cumulative impact of development at build-out, however, will not change substantially from the impacts discussed in the Environmental Impact Reports for the 1979 General Plan and for the Downtown/Waterfront Specific Plan. Any specific project impacts not addressed in these previous EIRs will be evaluated at the time specific development projects are proposed to the City. At this time, there is no practical method of predicting which specific development projects (excluding those already approved by or submitted to the City) may or may not be proposed.

12. Discussion of Specific Items on Checklist Marked "Yes" or "Maybe"

1c. Disruption of soil. The disruption of soil is an unavoidable consequence of the development process. The City has adopted and implemented subdivision and grading policies to ensure that soil disruption is minimized and that loose soil does not run off into the City's storm drainage system, does not degrade water quality, and does not add to air pollution from blowing dust.

1f. Channel or stream modifications. Modifications to waterways and stream channels have occurred and are anticipated through the construction of the Fairfield Streams Project. The environmental consequences of these changes have been adequately addressed and mitigated through EIR prepared for that project. Changes to the Suisun Slough will occur as a result of the expansion of the marina. The environmental effects have been addressed by the EIRs prepared for the 1983 Specific Plan and the 1992 plan amendment, and mitigation measures adopted as part of the 1991 amended Specific Plan. The EIR for the Specific Plan amendment also set forth the conditions under which additional environmental assessment would be required as part of waterfront development plans.

3b. Changes in drainage patterns and the amount of run-off. As the City develops under the updated General Plan, additional land will be covered by pavement, buildings, and other impervious surfaces. The environmental consequences of this additional coverage have been addressed in the EIRs for the 1979 General Plan, the 1983 Downtown/Waterfront Specific Plan, and the 1991 amendment to the Specific Plan. The City has adopted open space policies, drainage improvement requirements, and other mitigation measures described in the General Plan to reduce the possible adverse effects of the increased drainage and surface run-off.

4c. Reduction in acreage of agricultural crops. The General Plan has the potential to cause presently agricultural lands to be converted to urban uses prior to 2010 (the timeframe of the plan). Most land covered by the General Plan used for agricultural purposes is grazing land, and none of these lands is considered prime agricultural land by Solano County. Any loss of grazing land or other agricultural lands can be compensated for in open space and agricultural preserve lands designated by Solano County. The conversion of these lands to urban uses should not, therefore, create a net loss of any prime agricultural or grazing lands. The City has adopted mitigation measures in the General Plan to ensure that urban reserve lands now used for agriculture are not prematurely converted to urban land uses.

6a. Increases in Noise. An increased level of development will inevitably contribute to increased noise exposure. Noise exposure is expected to occur from the following sources:

- increased vehicular noise as a consequence of increase traffic along Highway 12 and arterial streets,
- increased exposure to noise from Travis Air Force Base,
- increased exposure to noise from the Southern Pacific Railroad, and
- noise generated from new commercial and industrial land uses.

The updated General Plan contains policies and implementation measures to mitigate the effects of increased noise exposure by noise-sensitive uses. These mitigation measures include development restrictions (in accord with the Travis Air Force Base Land Use Plan) in flight paths exceeding prescribed noise levels; the use of setbacks, sound walls, and landscaping along Highway 12 and arterial streets; requirements for minimum setbacks of residences from the Southern Pacific Railroad; and, development standards to be imposed on commercial and industrial land uses adjacent to residential land uses to mitigate noise levels.

11. Population Growth and Density. As explained previously, the updated General Plan projects a larger population at the end of the planning period than originally

projected in 1979 due to the earlier anticipated development of land within the City's Sphere of Influence. This change in projected population reflects a change in the timing, rather than the overall amount, of development. Also explained previously are proposed land use changes which will increase the residential density on three parcels to allow the City meet its state-mandated obligation to accommodate its regional share of the Bay Area housing needs.

13 a,b. Vehicular Traffic and Parking. Development under the updated General Plan will contribute to additional traffic volumes and the need for additional parking. The General Plan contains policies, in compliance with the Solano County Congestion Management Plan, to mitigate and to minimize the increase in traffic and the need for parking to accommodate more vehicles. Among the mitigation measures included in the General Plan policies are requirements that job-creating development adopt programs to reduce single occupancy vehicle trips, the balancing of employment and housing development locally to reduce commuting, and the implementation of zoning requirements to assure adequate parking for new development.

14a-f. Public Services. New development will require a range of public services and facilities. The General Plan contains policies to assure that such services and facilities are provided in a timely and an orderly manner and that financing mechanisms will be in place to fund the additional services and facilities. The primary tool for implementing the City's schedule for expanding public services and facilities is the Capital Improvement Program (CIP). With one exception, there should be no adverse impact of development on the City's ability to provide public services and facilities. The one exception would be the City's ability to provide sufficient commitments of water to new developments in the short term if the six-year drought that has affected water supplies throughout the state does not end in 1992. The rate of new development would be affected, but this would not create a shortage of available water for existing residents nor would it have a negative environmental impact.

15a,b. Energy Use. Energy use will inevitably increase with an increase in development. The rate at which development is proposed should not affect Pacific Gas and Electric's ability to provide new electrical and natural gas service to Suisun City. The updated General Plan contains circulation policies, land use policies, and housing policies to promote energy conservation through efficient and energy conscious land use patterns, through reductions in vehicle trips, and through the retro-fitting of existing buildings to conserve energy.

16c. Sewer Service. To accommodate new development proposed in Suisun City, the Fairfield-Suisun regional sewer plant will have to be expanded. Expansion plans have already been prepared and financing mechanisms adopted, so there should be no adverse impact of new development on the ability of the Fairfield-Suisun Sewer District to provide sewer service.

Resolution No. 92-35

A Resolution of the City Council of the City of Suisun City Certifying Review and Consideration of the Negative Declaration, Making Findings Required By the California Environmental Quality Act (CEQA); Adoption of Comprehensive Amendments to the 1979 Suisun City General Plan (File No. GP91-01).

WHEREAS, the City Council of the City of Suisun City (the "City Council") is considering adoption of Comprehensive Amendments to the City's General Plan, (hereafter the "Amended General Plan"); and

WHEREAS, a Negative Declaration of Environmental Impact (the "Negative Declaration") on the General Plan Amendments was prepared by the City of Suisun City pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et. seq., hereafter "CEQA"), the Guidelines for Implementation of the California Environmental Quality Act (14 California Code of Regulations, Sections 15000 et. seq., hereafter the "State CEQA Guidelines") and the City's Guidelines for Implementing CEQA adopted on November 3, 1981, by the City Council Resolution No. 81-46 (the "Local Guidelines"); and

WHEREAS, on March 29, 1992, the City forwarded the Negative Declaration to the State Clearinghouse for distribution to those State agencies which have a regulatory responsibility with respect to potential impacts of the Amended General Plan, and to other interested persons and agencies, and sought the comments of such persons and agencies for a period of thirty (30) days; said comment period closed on April 30, 1992; and

WHEREAS, notice to all interested persons and agencies of the completion of the Negative Declaration was published in the Fairfield Daily Republic on February 28, 1992; and

WHEREAS, one (1) comment was received on the Negative Declaration. The comment received and the City's response to that comment, are contained in the Negative Declaration, which document is incorporated herein; and

1
2 WHEREAS, a public hearing was held by the Suisun City Planning Commission on
3 March 31, 1992, for the purpose of obtaining additional public input on the Negative
4 Declaration; and

5 WHEREAS, a public hearing was held by the City Council on April 21 and May 19,
6 1992 on the Amended General Plan and the Negative Declaration respectively, following
7 notice duly and regularly given as required by law. All interested persons expressing a
8 desire to comment thereon or object thereto were heard; and

9 WHEREAS, the Negative Declaration was considered by the City Council on May 19,
10 1992; and

11 WHEREAS, by this Resolution, the City Council, as the lead agency under CEQA for
12 preparing the Negative Declaration and the entity responsible for adopting the Amended
13 General Plan, desires to comply with the requirements of CEQA, the State Guidelines,
14 and the Local Guidelines for consideration, certification, and use of the Negative
15 Declaration by lead and responsible agencies in connection with the approval and
16 subsequent implementation of the Amended General Plan.

17 NOW, THEREFORE, BE IT RESOLVED BY the City Council of the City of Suisun
18 City as follows:

19 SECTION 1. The City Council hereby finds and certifies that the
20 Negative Declaration has been completed in compliance
21 with CEQA and State Guidelines; that the Negative
22 Declaration adequately addresses the environmental issues
23 of the Amended General Plan; and that the City Council
24 has reviewed and considered the information contained in
25 the Negative Declaration prior to approving the Amended
26 General Plan.

27 SECTION 2. The City Council hereby finds that on the basis of the
28 Initial Study, attached, herein as Exhibit "A" and the
comments received, attached, herein as Exhibit "B", there
is no substantial evidence that the project will have a
significant effect on the environment. This Finding is in

compliance with Section 15070 through 15074 of the State CEQA Guidelines.

SECTION 3. The City Council hereby incorporates into the Negative Declaration to the Responses to Comments of the State Lands Commission, as stated in the attached Exhibit "B".

SECTION 4. The City Council hereby adopts the Negative Declaration, in compliance with Sections 15070 through 15074 of the State CEQA Guidelines.

CERTIFICATION:

I, **Sharon Sattler**, City Clerk of the City of Suisun City and ex-officio clerk of the City Council of said City, do hereby certify that the above and foregoing Resolution was regularly passed and adopted at a regular meeting of said City Council held, Tuesday, the 19th day of May, 1992, by the following vote:

AYES:	Day, Dodini, Rundlett, Sargent, Spering
NOES:	None
ABSENT:	None
ABSTAIN:	None

WITNESS my hand and the seal of the said City this 19th day of May, 1992.



Sharon Sattler,
City Clerk

{trns.gpup-neg.res-mba}

Notice of Determination

TO: ☒ Office of Planning & Research
1400 Tenth Street - Room 121
Sacramento, California 95814

☒ County Clerk
County of Solano
600 Union Avenue
Fairfield, California 94533

FROM: City of Suisun City
701 Civic Center Boulevard
Suisun City, California 94585
Filed in the Office of the County Clerk of
Solano County, State of California.
this day of May 27, 1992
By Virginia Ryan County Clerk
Deputy

Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title:

City of Suisun City Comprehensive General Plan Amendments

State Clearinghouse Number:
(If submitted to Clearinghouse)

Contact Person

Area Code/Number

#92033089

Thomas E. Bland, Planning Director

(707) 421-7335

Project Location:

City of Suisun City

Project Description:

Text and minor map Amendments to all Elements, updating the 1979 General Plan.

This is to advise that the **City of Suisun City** has approved the above described project on **May 19th, 1992** and has made the following determinations regarding the above described project:

1. The project ___ will, ☒ will not have a significant effect on the environment.
2. ___ An Environmental Impact Report (EIR) was prepared for this project pursuant to the provisions of California Environmental Quality Act, (CEQA).
☒ A Negative Declaration of Environmental Impact was prepared for this project pursuant to the provisions of CEQA.
3. Mitigations measures ☒ were, ___ were not made a condition of approval of the project.
4. A statement of Overriding Considerations ___ was, ☒ was not adopted for this project.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at **City of Suisun City, 701 Civic Center Boulevard, Suisun City, California 94585.**

Date Received for Filing and Posting at OPR: _____

TE Bland
Signature

Planning Director

Title

THIS DOCUMENT POSTED FROM

5/27/92 TO 7/14/92
[Signature]
DEPUTY COUNTY CLERK

(wp\genplan\not-gen.pln-mba)

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